E. F. TAYLOR,
Stevador.
Lighters and Steam Launches Supplied.
ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS ORIENTAL AGENCY.
Sole Agents for the UNITED ASBESTOS CO. LIMITED, LONDON.
DODWELL & CO., LIMITED, *General Managers.*

NEW SERIES No. 1942. 日四十月八年七十二緒光 THURSDAY, SEPTEMBER 26, 1901. 四拜禮 號六廿月九英港香

THIRTY DOLLARS PER ANNUM.

Banks.

THE
YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED .....Yen 24,000,000
CAPITAL PAID-UP ..... „ 18,000,000
CAPITAL UNCALLED..... „ 6,000,000
RESERVE FUND ..... „ 8,310,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIN. NEWCHWANG.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION BANK OF LONDON, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
„ 6 „ 4 „
„ 3 „
TARO HODSUMI,
Manager.

Hongkong, 17th April, 1901. [11

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £575,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months... 4 per cent.
„ „ „ 6 „ ... 3½ „
„ „ „ 3 „ ... 2½ „
T. H. WHITEHEAD,
Manager.

Hongkong, 9th July, 1901. [35

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.

CANTON. PEKING.
CHEFOO. PENANG.
CHINKIANG. SINGAPORE.
CHUNKING. TIENTSIN.
HANKOW.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3% per Annum Fixed Deposits for 3 months
4% „ „ 6 „
5% „ „ 12 „
E. W. RUTTER,
Manager.

Hongkong, 1st January, 1901. [14

THE
DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL .....Sh. Taels 5,000,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin Calcutta Hankow
Tientsin Tsingtau (Kiautschou)

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION BANK OF LONDON, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
E. F. GROS,
Acting Manager.

Hongkong, 29th August, 1901. [961c

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND.—
Sterling Reserve.....$10,000,000 } $13,750,000
Silver Reserve .....$ 3,750,000 }
RESERVE LIABILITY OF PROP'TORS.$10,000,000

COURT OF DIRECTORS:
R. SHEWAN, Esq., Chairman.
Hon. J. J. BELL-IRVING, Deputy Chairman.
A. Haupt, Esq.
D. M. Moses, Esq. | N. A. Siebs, Esq.
A. J. Raymond, Esq. | H. W. Slade, Esq.
R. L. Richardson, Esq. | H. E. Tomkins, Esq.
H. Schübart, Esq. | Paul Witkowski, Esq.

CHIEF MANAGER:
Hongkong—Sir THOMAS JACKSON.
MANAGER:
Shanghai—H. M. BEVIS, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
T. JACKSON,
Chief Manager.

Hongkong, 17th August, 1901. [9

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3½ PER CENT. per annum.
Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 4th October, 1900. [10

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital.....£1,000,000
Paid up Capital .....£ 324,374

HEAD OFFICE:—HONGKONG.
Board of Directors:—
Chan Kit Shan, Esq. | C. Ewens, Esq.
Chow Tung Shang, Esq. | J. T. Lauts, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.
Interest for 12 months Fixed .....5 %

Hongkong, 20th December, 1899. [8

Intimations.

TAILORING DEPARTMENT.

FOR SIX WEEKS ONLY.

Special Offer of Autumn Suitings at the following Exceptional Prices.

FLANNEL LOUNGE SUITS - - - - - - - - $20
TWEED AND CASHMERE SUITS - - - $29
BLUE SERGE SAC SUITS - - - - - - - - $30
WORSTED AND ANGOLA SUITS - - - $33
BLACK TWILL DRESS SUITS - - - - - $45

LANE, CRAWFORD & CO.

Hongkong, 26th September, 1901. [732c

OLD MATURED
JOHN WALKER WHISKEY,
FROM THE FAMOUS
KILMARNOCK DISTILLERY.
THE FAVOURITE WHISKY IN THE OLD COUNTRY.
ASK FOR IT!

Hongkong, 22nd July, 1901. [776c

Fr. BLUNCK,

SILK LACE MANUFACTURER AND EMBROIDERER.

17, QUEEN'S ROAD, HONGKONG.

MANUFACTURER and RETAILER.

16th July, 1901. [715c

Intimations.

BEEF TEA *versus* BOVRIL.

BEEF TEA.

"Were it possible to furnish the market, at a reasonable price, with a preparation of meat combining in itself the albuminous together with the extractive principles, such a preparation would have to be preferred to *extractum carnis*, for it would contain all the nutritive constituents of meat. I have before stated that in preparing the Extract of Meat the albuminous principles remain in the residue; they are most nutritive, and this is certainly a great disadvantage.

BARON LIEBIG,
Discoverer of Liebig's Extract, in *The Lancet*, Nov. 11, 1865.

BOVRIL

Was invented to realise Baron von Liebig's desire for a meat food that would contain not only the stimulating properties of flesh—as all Meat Extracts and Beef Teas do—but also the nourishing properties of flesh, which Meat Extracts and Beef Teas do not. This has been accomplished by first taking the extractive principles by the Liebig process (which is akin to home-made beef tea) and then adding albumen and fibrine, procured from the flesh of other oxen roasted and finely ground to powder; the combination is Bovril. [287c

BOVRIL

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO., LD., LONDON,
CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.
CHIEF SUPERINTENDENT.....THOMAS SKINNER.
SUPERINTENDENT .....ARCHIBALD RITCHIE.

17] DODWELL & CO., LIMITED, General Managers

JAPAN COALS.

THE MITSUI BUSSAN KAISHA
(OR MITSUI & CO.)

HEAD OFFICE:—43, SAKAMOTO-CHO, TOKYO.
LONDON OFFICE:—34, LIME STREET, E.C.
HONGKONG OFFICE:—6, ICE HOUSE STREET.

BRANCH OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Hankow, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Saseho, Miike, Hakodate, Taipeh, &c.

Telegraphic Address for all the Offices: "MITSUI."

A.B.C. and A 1 Codes used.

CONTRACTORS OF COAL to the Imperial Japanese Navy, Arsenals and Railway Bureau; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines.
SOLE AGENTS for Fukumo, Hokoku, Ichinra, Kanada, Kishima, Mannoura, Onoura, Otsuji, Tohmiyama, Tsubakuro, Yoshinotani, Yosio, Yunokibara and other Coal Mines.
N. INUZUKA, Manager.

Hongkong, 1st August, 1901. [563c

WILLIAM POWELL, LIMITED,

GENERAL DRAPERS, MILLINERS, GENTLEMEN'S OUTFITTERS, AND FURNISHERS.

Silks, Undercloting, Trunks Bags,
Dresses, Lace, China & Glass
Gloves, Ribbon, Toys,
Hoisery, Trimmins, Fancy Leather
Furs, Linens, Goods,
Flowers, Boots and Soes, Bedsteads,
Millinery, Gentlemen's Outfitting, Ironmongery.

R. G. HECKFORD,
Manager.

955c]

V. O. S.

Telephone No. 75.

VERY OLD SCOTCH
OLD VATTED WHISKY,

"Is unrivalled for its Mellow Flavour. Composed entirely from the finest products of known Highland Distilleries. Thoroughly matured.

CALDBECK MACGREGOR & Co.,
WINE & SPIRIT MERCHANTS,
Queen's Road.

Hongkong, 18th September, 1901. [15

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
SHANGHAI	*Bengal*	A. L. Valentini	10 A.M., 27th Sept.	Freight or Passage.
LONDON, &c.	*Chusan**	C. L. Daniel, R.N.R.	Noon, 28th Sept.	Freight or Passage.
YOKOHAMA‡	*Socotra*§	T. H. Hide, R.N.R.	About 4th Oct.	Freight only.
SINGAPORE and BOMBAY	*Tientsin*†	W. W. Cooke, R.N.R.	About 5th Oct.	Freight or Passage.
LONDON	*Formosa*	B. H. W. Snow	About 5th Oct.	Freight or Passage.

* (See Special Advertisement).
† Calling at PENANG and COLOMBO if sufficient inducement offers.
‡ *Vid* SHANGHAI and KOBE. § (Passing through the Inland Sea).

For Further Particulars, apply to
H. A. RITCHIE, Superintendent.

Hongkong, 26th September, 1901. [5

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;
Steamers will call at SOUTHAMPTON to land Passengers and Luggage.
N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PREUSSEN	THURSDAY, 3rd October.
HAMBURG, Hamburg-Amerika Linie	WEDNESDAY, 16th October.
SACHSEN	WEDNESDAY, 30th October.
KIAUTSCHOU, Hamburg-Amerika Linie	WEDNESDAY, 13th November.
BAYERN	WEDNESDAY, 27th November.
STUTTGART	WEDNESDAY, 11th December.
KONIG ALBERT	WEDNESDAY, 25th December.
PRINZESS IRENE	WEDNESDAY, 8th January, 1902.
PRINZ HEINRICH	WEDNESDAY, 22nd January, 1902.
PREUSSEN	WEDNESDAY, 5th February, 1902.
HAMBURG, Hamburg-Amerika Linie	WEDNESDAY, 19th February, 1902.
SACHSEN	WEDNESDAY, 5th March, 1902.

ON THURSDAY, the 3rd day of October, 1901, at NOON, the Steamship "PREUSSEN," of the NORDDEUTSCHER LLOYD, Captain E. Prehn, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.
Shipping Orders will be granted till NOON, on TUESDAY, the 1st October, Cargo and Specie will be received on Board until 5 P.M., on WEDNESDAY, the 2nd October, and Parcels will be received at the Agency's Office until NOON, on WEDNESDAY, the 2nd October.
Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO.,
AGENTS.

Hongkong, 21st September, 1901. [22

Hotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1900. [23

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.
For Terms, &c., apply to the MANAGER.

Hongkong, 2nd July, 1900. [16

W. H. POTTS & Co.,

3, QUEEN'S BUILDINGS.
WINE, SPIRIT AND CIGAR MERCHANTS.
DIRECT IMPORTERS.
ALHAMBRA CIGAR,
"KIRIN" BEER,
HARVEY'S OLD VINTAGES.

690c]

To-day's Advertisements.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SHANGHAI.

THE Steamship

"AUSTRALIAN,"

Captain Helms, will be despatched as above on SATURDAY, the 28th instant, at Daylight.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly qualified Surgeon are carried.

For Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 26th September, 1901. [1059c

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SWATOW AND TIENTSIN.

THE Company's Steamship

"LOKSANG,"

Captain Leask, will be despatched as above on TUESDAY, the 1st October, at 3 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 26th September, 1901. [1039c

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BENGAL,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., *ex* S.S. *Arcadia.*
From Persian Gulf, *ex* B.I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 3rd October, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, 26th September, 1901. [5

To-day's Advertisements.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.

THE Company's Steamship

"TEENKAI,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 3rd October, at Noon, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, **and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here,** after which no claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., TO-DAY.

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 26th September, 1901. [1060c

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship "GAELIC," are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 3rd October, will be subject to rent.

No Fire Insurance has been effected.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 26th September, 1901. [2

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1892.

The Hongkong Telegraph

HONGKONG, THURSDAY, SEPTEMBER 26, 1901.

NOTES AND COMMENTS.

France and Russia.

The visit of the CZAR to France appears to have cemented still more firmly the alliance which has long been supposed to exist between the two countries, and Reuter's telegram of 23rd instant shows that so far as the Far East is concerned the allies are determined to work together. Russia has, we are told, signified her intention of co-operating with all her strength to the success of French enterprises in the Far East, and it is hardly to be supposed that France, on her part, has not made a similar promise. Following close upon the heels of this first telegram comes one which states that Russia is about to borrow money from her ally, and it does not require any very great intelligence to read between the lines and see that it is Russia who will ultimately benefit by the arrangement. France, it is well known, has designs upon Yunnan and the Two Kwangs, while Russia's present designs are concentrated in the North. Thus it is hardly to be expected that Russia will for a time abandon her march southwards to help France, while it is not at all unlikely that France, who has already pushed up north with the rest of the Powers, may be cajoled into assisting Russia for a time on the understanding that, so soon as matters are satisfactorily settled, Russia will return the compliment. Neither France nor Russia can be looked upon as successful colonizing Powers, and it would be a thousand pities to see any large portion of the Chinese Empire handed over to them. So soon as either became possessed of any portion of China, it would mean the closing of the open door against the trade of the rest of the world, and that is the great object against which Great Britain, as the first trading Power, should fight. It is to be hoped that if France and Russia work, as we believe they intend to do, for the break up of China, that the other Powers, with Great Britain at their head will signify their intention of maintaining the integrity of the Empire. We do not want China, but we want her trade, and the best way to maintain our hold upon it will be to prevent France and Russia seizing territory. What a pity it is that China is not in a position to help herself. Could a reformed Government but be placed in Power and backed up by Great Britain and any other nation interested in maintaining China's integrity, then Russia might once for all be checked. But nations nowadays do not willingly enter into war on another's account without some assurance of ultimate gain. It does not pay to be too philanthropical nowadays, and it is doubtful if China could pay the price demanded for protection.

REUTER'S TELEGRAMS.

RUSSIA WANTS MORE MONEY.

LONDON, September 24th.

It is stated in Paris that a favourable opportunity only is awaited for the public announcement of a fresh Russian loan.

A NEW CABLE TO THE PHILIPPINES.

An American company has been formed to lay a cable from California to the Philippines, viâ Honolulu.

LATER.

THE RAIDERS IN NATAL.

The raiding force of Boers in Natal appears to be returning to the East-north-east.

PRESIDENT MCKINLEY'S ASSASSIN.

Czolgorz, the murderer of President McKinley, has been found guilty of murder. He will be sentenced on Thursday.

THE CHARTERED BANK DIVIDEND.

The Hon. T. H. Whitehead, Manager of the Chartered Bank of India, Australia and China, informs us that the following telegram has been received this morning from the Bank's head office in London:—

"At the approaching meeting of Shareholders the Directors will recommend a dividend for the past half year at the rate of 10 per cent. per annum, free of Income Tax."

LOCAL AND GENERAL.

THE ARMED ROBBERY CASE was continued this morning, the police evidence being gone through and finished. The case was adjourned till Monday.

THERE WAS ADMITTED to the Mortuary yesterday the body of a man, Tse Hop, from the Woo Kee Matshed in Des Voeux Road. The cause of death was fractured ribs and internal hemorrhage.

WE NOTICE Captain J. Groves, more commonly known by his disrespectful intimates as "Tommy Groves", is back in Hongkong with his wife and family of two. Whatever Captain Groves intentions are he knows he bears the good wishes of all his old friends.

A LAFFAN TELEGRAM of Aug., 23rd says:—

The Boer prisoners at Simonstown presented several serviette rings and a shield shaped brooch to the Duke and Duchess of Cornwall. The presents were made entirely from Kruger-coins and were accompanied by an address.

At the Duke's request the donors were presented to their Royal Highnesses to-day at the Admiralty House.

PARCEL MAILS for Europe, &c., per s.s. *Chusan* will close at 3 p.m. to-morrow, the 27th instant.

A NEW SERVICE CLUB—the Imperial Service as it is to be called—comes into existence as the result of the South African war. All who have served in South Africa, whether Regulars, Colonials, Volunteers, or Yeomanry, are eligible as members. The club has secured a good corner house at 84, Piccadilly for its home, and, with a strong committee of distinguished officers in various branches of the service, including Major Lord Rosmead and Sir William MacCormac, should have a happy future. This makes the nth service club in London.

LAST NIGHT about 11 p.m. a fire occurred in Austin Road, Kowloon. It appears that an old bungalow belonging to Messrs. E. D. Sassoon & Co., which had been unoccupied for some time, was being used temporarily as a dwelling house by some Chinese bricklayers. They had fixed up the roof with matting, which caught fire from a kerosine lamp they were using. On the arrival of the police it was seen to be hopeless to try and save the structure in the absence of water, and there being no danger of its spreading, it was allowed to burn itself out. The damage is estimated at about $50.

DR. LOUIS LENOEL, writing to an Amiens paper, says he was introduced in 1900 to the ex-King of Dahomey, who was living, not in a fortress, but in a villa. Behanzin receives an allowance of £800 a year from the French Government and being thrifty is able to put a great part of this sum by. His son is one of the best pupils of the Lycee of St. Pierre, the chief town of Martinique. The royal villa, which is falling into decay, is unfurnished and filthy. Behanzin and his court sleep on mats, and the cooking is done in a verandah. Behanzin has with him his consort, two daughters, and a maid of honour who does the cooking. The royal executioner, who shared his master's exile, died a couple of years ago. Behanzin is free to walk about in town, but he does not use this privilege, as the native negroes, proud of their position as French citizens, insult their black cousin whenever they see him.

LETTERS RECEIVED at Portsmouth on the 23rd ult. from the Channel Squadron show that considerable disaffection exists amongst the crews, owing to the sailors being deprived of the general leave of absence customarily granted in recognition of their arduous work during the naval manœuvres, says a correspondent.

During the past three weeks the squadron has been at Berehaven, a cheerless spot, engaged in simple exercises, which the men contend might just have well been performed at Portland, while each watch in turn enjoyed a few days' leave.

As matters stand, however, they see no chance of obtaining general leave to visit their homes until November, when the squadron will escort the homeward-bound *Ophir* to Spithead.

There has been a serious epidemic of leave-breaking in the squadron since the conclusion of the manœuvres, and one day recently about 140 sailors, who had gone ashore the previous evening on night leave, were improperly absent from duty.

A DISAGREEABLE INCIDENT has occurred at an hotel in Westminster, where some 200 Americans are staying, says a mail paper. Early next month the Methodist Œcumenical Conference opens in London, and delegates are beginning to arrive from all parts of the world. Those already here include some nine coloured men, only one or two of whom are actually negroes. All of them are highly educated gentlemen, two of them being native bishops, while one holds a professorship in the United States. Some of these delegates went to the hotel in question, and a few days ago six of the Americans—four gentlemen and two ladies—waited on the manager and requested him to send away the coloured visitors, intimating that if he could not see his way to do so, all the Americans would leave the hotel. The manager, after hearing the views of the deputation, took up a firm stand, and declared that he could not possibly accede to the suggestion. So long, he said, as the coloured gentlemen behaved themselves—and he had no reason to expect they would do otherwise—they had a right to remain, for the only conditions of admission to the hotel were good behaviour and punctual payment. The threat of the deputation was not carried out.

MR. BARTON WRIGHT and his Japanese company of exponents of Jujitsu, or, as it has been renamed here, Bartitsu, are performing at the Tivoli, says a home paper. The ease with which you can overpower a much stronger opponent affords considerable interest to the spectators. At a private rehearsal Tani and Uyeniski, exponents of the art, satisfactorily demonstrated the practical uses it can be put to, the successful application of which depends upon a thorough knowledge of anatomy and leverage. Tani and Uyeniski are small men, each weighing about nine stone, but are powerfully built and apparently have great strength in the legs, which play an important part in effecting the "throw." The falls on the stage that they took would be enough to stun an ordinary untrained person, but they did not even bruise themselves. One of them had a pole passed across his throat, and three men pressed down on it at either end, while Mr. Dowest balanced himself on the wrestler's chest. Any man, the muscles of whose throat had not been specially trained, would have been strangled. This wrestler actually twisted round under the load, shook off Mr. Dowsett, and got his head clear of the pole. It was also found that, with the pole pressed against his throat by fairly active men, he could push them away easily.

THE LONDON CHAMBER OF COMMERCE have resolved to found a real system of commercial education, it being felt that if Great Britain is to hold her own in trade her future merchants must be better educated. Sir Albert Rollit is the chairman of the committee which has prepared this new departure. Courses of lectures by practical business men will be given on practical business subjects. The machinery of commerce and the specialities of particular branches of it will form one division. Commercial law, history, and geography, banking, currency, and book-keeping will comprise another. Great stress is laid on the special encouragement which will be given to foreign languages. Clerks will be equipped not only to deal with correspondence but to become intelligent commercial travellers in the distant markets of the world.

LIEUTENANT SPEKE, who was in command of the *Viper* when she ran on the Alderney rocks during the late manœuvres, has been simply reprimanded by the Courtmartial at Portsmouth, and the reprimand, as one may easily read between the lines, is of the gentlest and most technical description. In effect the view of the Court was that Lieutenant Speke, being engaged in a warlike service in which speed and secrecy were more important than safety, did not take the precautions which are incumbent on the captain of a South-Western's Channel Islands passenger boat. In war-time, we trust, the lieutenants in charge of our destroyers will risk the dangers of strong tides and misty weather, and think more of the main object than of writing up their navigating records. That seems to be the sum of Lieutenant Speke's offence, which upon a calm review gives us renewed confidence in the spirit of our naval officers. For manœuvres at sea are meaningless if none of the risks of war are taken.

THE REASON OF THE SECOND ENQUIRY INTO THE COCHRANE STREET COLLAPSE.

We hear—on what should be very good authority—that the reopening of the late enquiry was not at the inception of the local Government. The report of the first inquest was, we hear, considered so paltry and insufficient by the home authorities that very strong opinions were expressed by wire, and hence the enquiry which finished on Wednesday. If our information is incorrect, we hope the Government of the Colony will put us right.

AT THE MAGISTRACY.

STEALING.

Mangal Singh, head watchman of the Hongkong Cotton Mills, charged Cheng Lau Tai with stealing one bobbin and a quantity of cotton. The defendant said he was coming out and picked up a bobbin and was at once arrested. He was sent to goal for six weeks.

* * *

A DESERTER AND VAGRANT.

Albert Hind, an Englishman, belonging to the West Riding Regiment, was remanded on a charge of deserting his Regiment on or about October of last year. He was further charged with being a vagrant having no visible means of subsistence, on the Peak, on the 24th inst. He was also remanded on this charge.

* * *

OPIUM CASES.

Wong Sing was fined $100 for being in illegal possession of 5 taels of prepared opium. He went to prison for two months in default of payment.

* * *

Chan Sam was fined $100 for having one tael, one mace of prepared opium and five taels of raw. He will also disappear from view for two months.

* * *

A THIEVING COOLIE.

Li Wing, a coolie, of Samshui, was charged, on the information of Harmasjee Ruttonjee, a storekeeper, with stealing 70 cents, at Kowloon on the 26th inst. He was sent to gaol for six weeks with hard labour.

THE PLAGUE.

Number of cases reported up till noon of the 25th September, 1901	Chinese	1,558
	Other Asiatics	54
	Europeans	31
Number of cases reported during the past 24 hours	Chinese	0
	Other Asiatics	0
	Europeans	0
Total number of cases reported to date		1,643
Number of deaths reported up till noon of the 25th September, 1901	Chinese	1,524
	Other Asiatics	36
	Europeans	12
Number of deaths reported during the past 24 hours	Chinese	0
	Other Asiatics	0
	Europeans	0
Total number of deaths recorded to date		1,572

Since noon on Saturday last the cases and deaths are:—

Cases Chinese	1
" Other Asiatics	1
" European	0
Total	2
Deaths Chinese	1
" Other Asiatics	1
" Europeans	0
Total	2

The plague returns for last week were:—

Cases	2
Deaths	2

NAVAL FLOATING WORKSHOP.

The *Assistance* which has been built at Middlesborough, for service with the Mediterranean Fleet as a repairship, has been delivered to the Medway Dockyard Reserve authorities. The *Assistance* is 456 ft. in length, 53ft. in breadth, and has a displacement of 9,600 tons. Her engines are of 4,200 horse-power, and she is to steam 13 knots per hour. The *Assistance* is fitted as a floating workshop and represents a new type of war vessel.

LEGAL INTELLIGENCE.

SUPREME COURT.

IN ORIGINAL JURISDICTION.

(Before His Honour T. Sercombe Smith, Acting Puisne Judge.)

September 26th.

CLAIM FOR $276.

Messrs. J. Rosselet and Company sued the Hongkong and Kowloon Wharf and Godown Company, Limited, to recover the sum of $276, as damages for the non-delivery, in January, 1900, of twelve cases of Bass and Company's Pale Ale, at $23 per case.

Mr. J. Hays represented the plaintiffs, and Mr. F. B. Deacon appeared on behalf of the defendants.

In opening the case, Mr. Hays explained that upon the arrival of the cases from London they were placed in the Godown, and after the usual slight delay, while the ship was in harbour, the consignee went to the shipowners with his bill of lading and asked for it to be endorsed. In due course it was given to the Godown Company, and afterwards application was made for the goods. Eighteen cases were taken, and twelve were left in the Godown. On the 26th August, 1899, the plaintiff company were handed, by the defendant company, a short delivery note, which of course meant there was a balance of goods still in the godown. On the 20th January, 1900, Messrs. J. Rosselet and Company sent their shroff to the Godown Company with the short delivery note, and asked for delivery of the remaining twelve cases of ale. He was then informed that the cases had been sold by auction some time previously. After this application had been made unfortunately the plaintiffs mislaid the short contract note and it was not found until the spring of the present year, when the Godown Company were written to and asked for the 12 cases, or to refund the money. In replying, the defendants referred them to the shipowners, the Nippon Yusen Kaisha. The defendant Company, he submitted, could not deny having made a contract, as the short delivery note clearly showed that whatever transactions or dealings they had with the steamship Company it had nothing to do with the contract which was subsequently made by them with the plaintiff.

The plaintiff, who deposed that he was a merchant and commission agent carrying on business in the Colony, bore out counsel's opening remarks and said that in his dealings with the Godown Company he had previously left goods with them for several months.

Mr. Deacon elicited in cross-examining the witness, that he first received the invoice of the shipment of the goods in the early part of August, 1899. The bill of lading (produced) was made out to order, and the endorsement upon it was addressed to the defendant company. He did not think the Nippon Yusen Kaisha would have been satisfied, upon first seeing the bill of lading, that he had received the goods. He was fully aware that if goods were in the store for an unreasonable length of time, the Godown Company disposed of them.

Lo San Nam, shroff, at present employed by a watchmaker in Queen's Road, said that for some time he was engaged by the plaintiff company, whom he left in April, 1900. He proved that he had been sent to the Godown to fetch the twelve cases of beer and that he was told it had previously been sold by auction.

Mr. Deacon, in opening the case for the defendant company, said the chief line of defence to the action was that there was never any contract between the defendant company and the plaintiffs. There were further points in the defence, but that was the chief one upon which others somewhat relied. The points in dispute in the action very seriously affected the defendant's business, which was a very large one indeed, and which, if the plaintiffs succeeded, would be materially disturbed. Even supposing the note was a good contract and there was good consideration for the using of it, there was a time limit fixed by that contract within which it must be accepted, and that that time limit was binding as an essential feature of the contract.

Mr. Robert J. McGower, acting secretary to the Godown Company, then gave evidence and the Court adjourned for tiffin.

(Case proceeding.)

OUR LONDON LETTER.

(From Our Own Correspondent.)

LONDON, August 30th.

PRINCE CHUN.

The ludicrous position of affairs in Germany bids fair to rob Prince Chun's mission of such small remainder of humiliation as the merciful instincts of civilization have left to it. The eighteen-year old boy is, under direction, playing his cards skilfully, but, though he might conceivably save his face with any other European monarch, it seems improbable that the Kaiser will allow his dignity to be slighted by the subterfuge of diplomatic illness. The Emperor having signified his determination to exact three bows from the apologising envoy of China is not likely to depart from that very proper demand, although it is stated that once the expiation is made, it is his intention to extend a gracious hospitality to the embassy. Meantime an interested public is inquiring what will be done if both parties remain obdurate. The Emperor is much inconvenienced by the delay, as he will not go to Berlin prior to the arrival of Prince Chun, lest it should appear that the latter is obliging him to await the embassy arrival. It is noticeable that though the Prince was to be lodged and attended as became his rank at the Orangery, Potsdam, the arrangements for his reception were calculated to emphasize the penitential nature of the visit. The programme adopted, subject to the final consent of the Emperor, provided that the Prince and suite should be conveyed in procession from Potsdam station through Berlin to the Kaiser's Palace. The imperative need of impressing China with the sanctity of an ambassador's person, having been realized by the authorities, at the very time when it began to be feared that the serious nature of the embassy was in a fair way to be forgotten. The position at present is undoubtedly ridiculous, and neither Berlin nor any other capital is wholly able to resist a desire to laugh, while waiting for the next move.

THE CHINESE ARMY.

The substance of an interview with Mr. Brill, lately in the employ of the Chinese Government, has been cabled home from Calcutta, and though the Press, being in August mood, has hardly commented thereon, a good deal of quiet discussion makes itself heard among China folk at home. Mr. Brill states of his own knowledge, that the German and Japanese drill instructors were never dismissed from their posts in the Imperial Service during the troubles last year, although for some time they abstained from active interference in Chinese army affairs. Now they are all hard at work drilling the troops and advising on the military re-organization introduced by Chang Chi tung. Mr. Brill further points out, that the importation of arms clause in the treaty, is absolutely futile, seeing that arsenals and gun-factories exist in fair numbers throughout the Empire, and are for the most part well equipped and efficiently directed.

MR. BRENAN'S OPINION.

Mr. Brenan who arrived in London from Shanghai by the last mail has, also been interviewed for the Press, with the object of obtaining his views on the existing condition of affairs. His estimate is extremely gloomy. Mr. Brenan holds that "the position of foreign affairs in China is to-day far worse than it was before the international occupation, . . formerly there was an impression that foreign interests were, at anyrate to a certain extent identical, but recent events have shown more clearly to the Chinese how divergent those interests really are, and have revealed the many jealousies existing between the foreign Powers consequent upon the various lines of policy followed." These and all the many other pessimistic criticisms, made by officials supposed to be "in the know," are producing among the general public at home, a feeling of impatience, amounting very closely to despair. The editor of a London paper said to me some weeks ago, that he considered it useless to devote space to the consideration of Chinese affairs, beyond recording telegrams, because his public had ceased to take interest in a subject which all the experts united in making more complicated, and more gloomy, whenever they took pen in hand. The same attitude is observable among intelligent men and women, who, in all other Imperial subjects take a really sympathetic even enthusiastic concern. "China" they are apt to say in effect. "China is a nightmare, let us forget it so far as we are able." Without crying peace where there is no peace, there is a growing feeling among the little coterie of China-folk, which from old association, or other cause is profoundly interested in the affairs of the Far-East, that English people should have brought home to their imagination, more of the greatness of our stake, the magnitude of our enterprise, aye and of our success in China, than is usually suggested, in the outpourings of our big men from Peking, Shanghai, Hongkong, etc.

RUSSIA AND THIBET.

Russia's gradually maturing plans in Thibet are are only just receiving from a slow-thinking public the attention which they merit. It was felt that there must be something behind the prospective visit of the Czar to France, and that something with Thibet, is skilfully handled by Mr. Malcom Fraser in the *Daily Express*. Throughout the war in China, Russian envoys were busy undermining her influence in the adjoining country. They suggested the despatch of an embassy to inquire into the power of China, and the Grand Llama readily swallowed the bait. The Nuncio returned and described the suzerain Government as utterly impotent—so that now Chinese influence is a thing of the past, replaced by the great and growing inclination to invite the protection of Russia. Thibet touches our Indian frontier and is for the moment of greater importance to the Czar than ever before, by reason of the check we have administered to him over the Bagdad railway.

Alongside these various little diplomatic schemes must be placed the determined effort of Russia to obtain an outlet on to the Mediterranean by means of a coaling station in the Piraeus. This would greatly menace our route to India, more especially if the co-operation of France were enlisted, as presumably it will be. Wherefore the Czar interchanges pretty compliments with President Loubet, while Count Lamsdorff indulges in a conversation with M. Delcassé!

THE NAVY.

The Navy has been a good deal in evidence, this week,—there have been the reports of the Rations Committee, and of the trial between *Minerva* and *Hyacinth*, added to these things there has been the criticism of a German naval expert on our Fleet; in which he gives his opinion that it would not require a very strong hostile navy to defeat us; while against the French, poor little England would stand no chance at all. As a further incentive to the extension and modernising of our first line of defence, this severe depreciation may be valuable, but regarded as matter of fact, the prevailing and quite proper attitude is—"Come and try."

The Rations report, though it observes there is no legitimate ground of complaint, recommends two additional meals per diem for hungry Jack, and the abolition of "stoppages."

The further points of the *Hyacinth* and *Minerva* trials add very little to what I mentioned two or three weeks ago. So far as this experiment went, the Belleville boilers did not do so well as the cylindrical. Experts, however point out that the Belleville is by no means the best water-tube boiler, and that therefore, this trial ought not to be magnified into a final settlement of the question between the two types of boiler; but, as only condemning Bellevilles, if indeed it is entirely fair to go even as far as that.

THE YEOMANRY.

The unfit Yeomanry are trickling back in dozens and half-dozens after seeing three months service, voyages included. Much indignation is expressed at the expense to which this country has been needlessly put by the enlistment of men not only incompetent, but in many cases medically unfit. These useless individuals who could neither shoot nor ride received a wage of 5/- per day, while a fully trained Sergeant of Regulars, a man proved to some extent in character, as well as in knowledge and experience is only paid 2/11. Facts like these affect recruiting for the Army to a serious extent. The Imperial Yeomanry are very indignant that this scratch lot of incapables should be known as members of their Corps, and point out that it will deter the right class of men from joining. Recruiting for the Yeomanry has indeed fallen off greatly, but the reason is to be found in the large number, returned from South Africa, months ago, and still waiting to be paid.

LOST, STOLEN, OR STRAYED?

There is an extremely funny story going the round of the papers at present, which states as a positive fact that a company of Yeomanry (the 98th) numbering two officers and nearly 300 men has been lost for over a year. They cannot be found anywhere in Great Britain, and Aldershot, where they trained reported the company as gone to South Africa. No transport owns to having shipped them, and the embarkation officers in Cape Colony and Natal state positively that the 98th never arrived. Nevertheless, letters come from time to time from individual members of the Company describing the fighting. Inquiries directed to all commanding officers have failed to locate the gallant Yorkshiremen. The War Office hopes that the opening of the Pay Office in London will eventually lead to the discovery of their whereabouts. The official version is now awaited with interest, for, though, as stated, the story is impossible, there appears to be some foundation in fact for the opinion that irregulaities have occurred respecting the 98th and that the Company's movements are veiled in mystery.

A SENSATIONAL TRIAL.

Although the trial of Sergeant Marten is freely compared to that of Dreyfus, and the German military system is condemned all over the Continent, there has been no spontaneous outburst of indignation, such as marked the condemnation of the unfortunate French officer. The general sentiment in Europe is that the revision which is already promised, will result in a verdict more in accordance with the evidence, which even the Public Prosecutor admitted did not justify a graver finding than manslaughter. Marten and Hickel have now been twice tried on the capital charge and the decree of General von Allen enacts that Hickel, who has been acquitted both times, should again stand beside his comrade in the dock, an arrangement which to the English seems little short of monstrous. However, since the plan necessitates revision of the trial of Marten, the German public are inclined to pass over the injustice to Hickel.

CRICKET.

The race for first place in the cricket aggregate is drawing to its close, and lies practically between Abel with 2943, Fry 2902, and Tyldersley with 2781, all three having still 4 innings before them, prior to the close of the season. Fry's performance is the most valuable, seeing that he obtained his runs in 41 innings, while Abel has had 59, and Tyldersly 53. No player except Ranji has ever topped 3,000. Fry has also created a new record by making 4 successive centuries in two matches—106, 209, 149, & 105.

THE NEEDS OF THE BRITISH FLEET.

Engineering says that the urgent lesson taught by recent naval warfare is the clamant need for quick-firing, high-powered guns, well protected by armour of the highest resisting quality. There is no need to enforce the importance of long range; any ship with this advantage can "play" with a better or equally armoured vessel having artillery of less power; and as to gun protection, it may be recalled that when the American ships attacked Cervera's fleet in their ill-fated rush from Santiago, the Spanish crews were driven from their gun positions by a hail of 1 and 2-pounder shot, while the ships and their deck structures were pounded by the 6 in. quick-firers and the larger breechloaders of their opponents. Had the Spanish gun positions been adequately protected, and their gunners enabled to continue fighting their weapons, there would have been a less one-sided contest. It is of vital importance, therefore, to consider the rapidity of fire and power of guns of several of Britain's ships, which, although constructed only a few years ago, are deficient owing to the recent increase in the energy of guns. It is impossible to re-design these cruisers, but new guns of greater power and a higher rate of fire could easily be fitted at little cost, adding greatly to the fighting efficiency of the ships. Probably one of the most hopeful augories is found in the fact that Admiral May, who did such splendid service to the navy by his experimental and research work in the gunnery ship *Excellent*, is now Controller of the Navy in succession to Admiral Wilson, who himself introduced so many improvements into the service.

Intimations.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office on SATURDAY, the 28th instant, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd to the 28th instant, both Days inclusive.

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 18th September, 1901 [1029c

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the TWENTY-EIGHTH ORDINARY YEARLY MEETING of the SOCIETY will be held at the HEAD OFFICE, No. 1, Queen's Buildings, Hongkong, on THURSDAY, the 10th October, 1901, at Noon, for the purpose of receiving the Report of the Directors together with the Statements of Accounts for the year 19 0 and for the half year ending the 30th June, 1901, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from the 30th September to 10th October, both Days inclusive.

By Order of the Board,
W. J. SAUNDERS,
Secretary.

Hongkong, 19th September, 1901. [1033c

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTIETH ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the OFFICES of the Undersigned at 12 o'clock (NOON), on THURSDAY, the 17th October.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 17th October, both Days inclusive.

JARDINE, MATHESON & CO.,
General Agents,
CANTON INSURANCE OFFICE, LIMITED

Hongkong, 25th September, 1901. [1058c

NOTICE.

A DINNER will be given to the Members of THE STRAITS AND SHANGHAI CRICKET TEAMS during the week ending 16th November, at the CITY HALL.

SUBSCRIPTION $10.

Lists for Subscription will be exhibited at THE HONGKONG CLUB and THE CRICKET CLUB, or Names may be sent in to the Undersigned.

E. GUMPERT,
C/o Messrs. CALDBECK, MACGREGOR & Co

Hongkong, 23rd September, 1901. [1045c

WANTED.

A CHINESE or PORTUGUESE at once, as an ASSISTANT BOOKKEEPER. Salary $35 to $40

Apply personally to—
H. RUTTONJEE.

Hongkong, 6th September, 1901. [980c

WANTED.

AN EXPERIENCED LADY MANAGER for CRAIGIEBURN HOTEL.

Apply by Letter, stating experience and enclosing copies of Testimonials, &c., to
THE MANAGER,
CRAIGIEBURN HOTEL.

Hongkong, 8th August, 1901. [852c

IMPERIAL BANK OF CHINA.

WANTED.

AN EXPERIENCED MAN of business to Act as COMPRADORE from next China New Year.

Full Particulars can be obtained on application to the Undersigned.

By Order of the Board of Directors,
E. W. RUTTER,
Manager.

Hongkong, 30th July, 1901. [812c

ROYAL NAVAL YARD.

WANTED.

A CHINESE DRAUGHTSMAN, who is a good Tracer and accustomed to making Ship Drawings.

Applications to be made in writing to the Chief Constructor.

J. BLACK,
Chief Constructor.

Hongkong, 21st September, 1901. [1040c

WOOD'S VICTORIAN BUTTER.

THE Undersigned begs to notify the Public that he has This Day sold by Public Auction, a quantity of DAMAGED BUTTER in 1 lb and 2 lb Tins.

The Tins have been marked with a CROSS, scratched on the Cow's Head.

GEO. P. LAMMERT,
Sole Agent for Wood's Victorian Table Butter in China, Japan and the Philippine Islands.

Hongkong, 23rd September, 1901. [1046c

NEW VICTORIA HOTEL.

ROTISSERIE,
Meals a la Carte.

CHOPS, STEAKS, etc., etc., at any time, between 7.30 a.m. and 11 p.m.

Monthly Tiffin at Moderate Rates.

Madar & Farmer,
Proprietors.

Hongkong, 2nd September 1901. [958c

T. M. STEVENS & CO.
CARRY IN STOCK.
A FULL LINE OF "GERMINAL" MANILA CIGARS,
T. M. STEVENS & CO.
Beaconsfield Arcade.

Hongkong, 2nd September 1901. [959c

JUST RECEIVED.

FIRST SEASON'S CONSIGNMENT of AMERICAN ASPARAGUS & DESSERT FRUITS, ALL KINDS.

Apply to
G. GIRAULT.

Hongkong, 20th August, 1901. [667c

A. LING & Co.,
FURNITURE STORE.

(Next Door to Messrs. WATKINS & Co.)
QUEEN'S ROAD CENTRAL.
Speciality:
FOOCHOW LACQUER WARE.

Hongkong, 18th June, 1901. [648c

Intimations.

RAINIER BEER

The Strong Chain

of evidence of satisfaction that comes from each new place in which

RAINIER BEER

is introduced, proves its merit. The three points in its favor are purity, wholesomeness and a better flavor than any other beverage.

SOLE AGENTS:

A. S. WATSON & Co.,
LIMITED,
THE HONGKONG DISPENSARY.

Hongkong, 21st September, 1901. [1028c

W. BREWER & Co.

NEW STOCK.

INDIAN CIGARS. BRIER PIPES.
CIGARETTES (in great Variety) TOBACCOS.
JOHNSON and NEWTON'S OIL and WATER COLOURS.
T. SQUARES. SET SQUARES.
SKETCHING BLOCKS. SKETCHING BOOKS.
DRAWING PAPER, large size by the Yard.

MATHEMATICAL INSTRUMENTS.
SLAZENGERS and FORRESTER'S TENNIS RACKETS, TENNIS BALLS, &c., &c.
TRACING PAPER TRACING LINEN.
BADMINTON CRICKET and FOOT BALLS.

Hongkong, 24th September, 1901. [689c

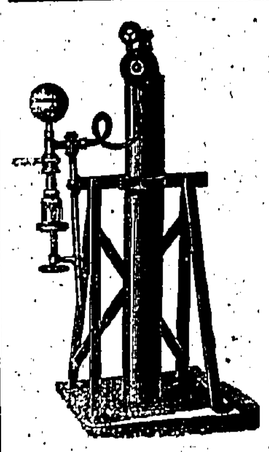
THE VICTORIA DISPENSARY,
HONGKONG.

ÆRATED WATERS.

SIMPLE ÆRATED WATER. SODA WATER.
LEMONADE. GINGER ALE.
SARSAPARILLA. RASPBERRYADE.
TONIC WATER. LEMON SQUASH.

755c] SPECIAL TERMS to Hotels, Clubs, Messes and other large Consumers.

NEW PATENT SODA-WATER-MACHINE.



Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officer's Messes and Private Messes, Families in Up-country places, Mission Stations, and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne Cyder, &c., &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

LEOPOLD SPATZ & CO.

Hongkong, 29th July, 1901. [733c

KRUSE & CO.,
CONNAUGHT HOUSE, HONGKONG.

CIGAR MERCHANTS
AND
TOBACCONISTS.

Fancy Goods of every description.

COLUMBIA BICYCLES.

SOLE AGENTS FOR
Welsbach Incandescant Gasburners.

Hongkong, 2nd September, 1901. [954c

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHŒA, HEMORRHAGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale
by
THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers)
9, Old China Street,
Shanghai.

12th October, 1898. [21

UNTOUCHED BY HAND.

MELLIN'S FOOD

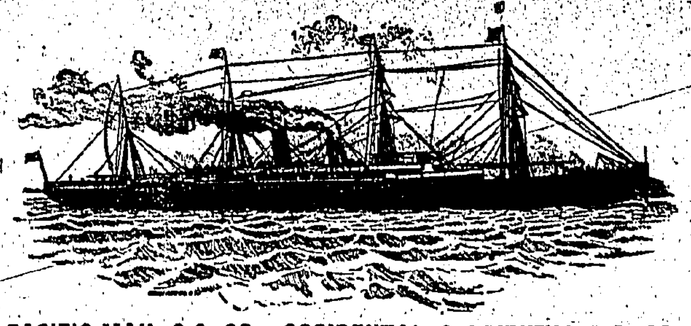
For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"GAELIC" ..... WEDNESDAY, 2nd October, at Noon.
"ALGOA" * (P. M. S. S. Co.) ..... On or about the 5th October.
"CHINA" ..... SATURDAY, 19th October, at Noon.
"DORIC" ..... TUESDAY, 29th October, at Noon.
"PERU" ..... TUESDAY, 12th November, at Noon.
"COPTIC" ..... WEDNESDAY, 20th Nov., at Noon.
"CITY OF PEKING" ..... SATURDAY, 7th December, at Noon.

* *Vid* MOJI, KOBE and YOKOHAMA.

THE O. & O. Company's Steamship "GAELIC," will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on WEDNESDAY, the 2nd October, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at $100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

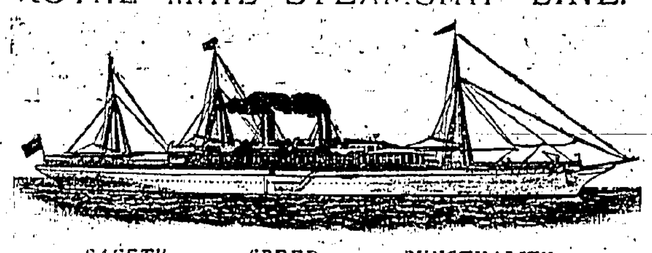
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than $100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 25th September, 1901. [1

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

1901  1901

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 23rd October.
EMPRESS OF INDIA ...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 20th November.
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.....WEDNESDAY,

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 25th September, 1901. [3

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

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SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
ARABIA ..... Sachs	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	5th Oct.	Freight.
KOENIGSBERG.. Christiansen	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and PENANG).	19th Oct.	Freight and Passengers.
BAMBERG ..... Zurbonsen	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	2nd Nov.	Freight.
SEGOVIA ..... Foercke.....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	16th Nov.	Freight.
MARBURG ..... Zachariae.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	30th Nov.	Freight.
SUEVIA..... Borck	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	14th Dec.	Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 26 September, 1901. [431c

Insurances.

"L'UNION"
FIRE INSURANCE COMPANY, LD.
(Established 1828).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.

Claims settled direct without reference to the Head Office.

A. R. MARTY,
Agent.

Hongkong, 5th July, 1901 [712c

"The Time to get Cake is When it is Passing."

The time to take life insurance is when you can get it. One day you are insurable—the next you cannot secure insurance at any price.—Do you know when your day will come? Do you know that it isn't to-day?

For rates and full particulars apply to

F. KIENE,
The
Equitable Life Assurance Society,
Hongkong.

Hongkong, 20th September, 1901. [995c

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.

Hongkong, 28th May, 1896. [20

To be Let.

TO LET.
(From 1st August next).

NO. 3, ORMSBY TERRACE.—KOWLOON.

Apply to
PUN HUNG,
85, Queen's Road Central.

Hongkong, 17th July, 1901. [761c

TO LET.

NOS. 1 to 8, WILD DELL, WANCHAI ROAD.

Apply to—
SANG KEE,
298, Des Vœux Road Central.

Hongkong, 5th September, 1901. [976c

TO LET.

NO. 1, STEWART TERRACE.—THE PEAK.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 31st July, 1901. [709c

TO LET.

GODOWN—No. 5A, DUDDELL STREET.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 31st July, 1901. [822c

TO LET.

A HOUSE in RIPON TERRACE.

"THE RETREAT," MOUNT KELLETT.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 31st July, 1901. [209c

For Sale.

A SPECIAL SALE

WILL BE HELD AT THE ITALIAN CONVENT, on behalf of the poor Orphans from the 23rd instant, at 2 P.M., to the 28th, of Ladies' and children's underclothing and other useful and embroidered articles suitable for birthday presents &c.

The prices will be marked on every article.

The Superioress hopes to receive and merit a large share of public patronage.

ITALIAN CONVENT,
20 Caine Road.

Hongkong, 9th September, 1901.

FOR SALE.

SEVERAL MODERN BOOKS on Engineering Subjects.

For List, apply
"STEAM,"
C/o The *Hongkong Telegraph.*

Hongkong, 10th August, 1901.

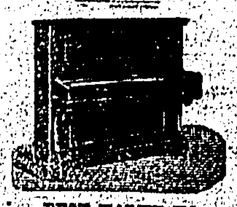
FOR SALE, CHEAP.

A COTTAGE PIANO by BORD, of PARIS, Three years old, in Excellent Condition. For Price, &c., apply to

THE ROBINSON PIANO CO.

Hongkong, 27th May, 1901. [565c

THE
ROBINSON
PIANO CO., LIMITED.



BEST VALUE IN
PIANOS.

MONTHLY PAYMENT SYSTEM.

Hongkong, 19th August, 1901. [575c

ANOTHER STABBING AFFRAY AT SINGAPORE.

A BEACHCOMBER KNIFES THE SAILORS' HOME WATCHMAN.

About 10 o'clock last night, says the *Straits Times* of 18th instant, an Irish-American named McGann, said to be a beachcomber, attempted to force his way into the Sailors' Home where he was not residing at the time. Aomad Sah, the Kling watchman on duty at the gate of the Home, prevented him entering the premises, and there ran a dispute ensued. Then McGann deliberately drew an ordinary penknife from his pocket, and stabbed the watchman over the heart, in the ear, on the shoulder, and inflicted two or three other wounds on his body. The unfortunate Kling shouted for help and McGann ran away. He was at once pursued by some European sailors who were staying at the Home. But McGann evaded capture, and one of his would-be capturers, a German, received a wound in the shoulder. Some European policemen who were in Police Bahru, next door to the Sailors Home, heard the noise and went to the assistance of the watchman. Sergeant Connor, the Gunpowder Inspector, found the watchman streaming with blood and, having ascertained from him the direction in which his assailant had gone, he also gave chase. McGann tried hard to outdistance the police officer and dashed along Coleman Street into Hill Street. He, however, was no match for the Sergeant, who wears a medal which he won in Ireland some time ago for the 100 yards Championship. The race had lasted more than a quarter of an hour however, ere Sergt. Conner came up with his man near the steps at Fort Canning and arrested him. On searching him a razor was found in his possession. After he had been conveyed to the lock-up the Sergeant returned to the place where he arrested him and, in a drain close to the spot, he found a bloodstained penknife. The watchman was sent to hospital and it is thought that, although his wounds are serious, he will recover.

This morning McGann was arraigned before Mr. Sarwar at the Police Court and was remanded till the 25th to allow the prosecutor to appear in Court.

THE CHINESE MISSION OF APOLOGY TO JAPAN.

H. E. Na Tung, Chinese Ambassador of Repentance for the murder of the late Chancellor Sugiyama, with five of his suite, were received in the Phœnix Hall at 10.30 a.m. on the 13th inst. by His Majesty the Emperor, says a recent *Kokumin Shimbun.*

The Ambassador first read a note which explains his mission entrusted by the Emperor of China. He wishes that the Great Emperor of Japan will endeavour to maintain peace of the East.

Then Mr. Na Tung handed to His Majesty a letter of apology witten by the Emperor of China. In this letter, the Emperor Kansu stated that the outrage of the 5th moon of last year came unexpectedly and Chancellor Sugiyama lost his life. The Emperor of China sincerly regrets that he could not prevent the disturbances forth-with. He further thanks our Emperor for sending troops to the Capital and expressing always impartial views in connection with the negotiations, thereby easing the minds of the populace and assisting in the essential way the re-establishment of peace in the East. Finally he hopes that the Great Emperor will be good enough to keep the old friendship, forgiving the crimes recently committed.

In reply, the Emperor of Japan accepts the apology for the murder of Chancellor Sugiyama by Imperial soldiers. He expresses his hope that the relations with China will become closer than before. He also wishes the speedy realization of the great plans of reforming the state institutions on the part of the Emperor of China.

"CRIMPS" AND BRITISH CREWS IN AMERICA.

At San Francisco and nearly every other big American port (says a London paper) whole crews of British sailors are systematically kidnapped by crimps and sold again for large sums, sometimes as much as £10 per head. The British Foreign Office has been asked, and has consented, to petition the United States Government to pass some Federal law which shall abolish or diminish this terrible state of affairs.

The Shipping Federation has been interesting itself very largely in the matter. In England a boarding-master—that is to say, the keeper of a lodging-house for seamen—is not allowed to go on board any vessel in port, and he can be arrested for either harbouring deserters or for inducing them to desert. The skipper of practically every British merchant vessel which enters an American port is deserted by the bulk of his crew through the bribes, threats, and physical compulsion of the "boarding-masters," who get the men down to their house—oft-times disguised with the title of "Sailors' Home"—and fill them with drink.

The British Consul at the port can do nothing, for, although he has the power to order the arrest of any deserters, the capture has to be effected by American policemen, and there is generally considerable difficulty in finding the culprit before the vessel is due to sail. If the skipper of the vessel likes to waste time hanging about the port for a week or more, he may succeed in getting together a scratch crew on his own initative, but they will probably arrive on board in a very battered and beggarly condition. If he cannot afford to do this, he has to go to a "boarding-master," and buy a crew from him at his own price—which may be anything up to a ten-pound note for every sailor supplied. In many cases the skipper will find, having paid large sums of money to the boarding-master, that he has secured the crew of the vessel which is lying alongside his own in harbour, and that the skipper of the other vessel has secured his crew for a similar sum.

G. GIRAULT for TABLE DELICACIES.

NETHERLANDS INDIA.

HOW TO MANAGE A SULTAN.

The Sultan of Lingga and Rhio has paid a visit to Java, and has had an interview with the Governor-General. The Sultan had long kept aloof from direct relations with the Netherlands India Government, to which he is vassal. His father and predecessor was still more averse to any such dealings. Matters only began to mend in 1900, when a new Controller took charge of the district. He had great difficulties to contend with. The native headmen thwarted him, and they were backed by influential parties at Singapore. The Controller succeeded in winning them over, and then did them a good turn financially and fiscally. The Sultan is now won over, and is making a tour in Java as token of submission.

PESTILENCE.

Cholera is now raging at Sourabaya, Samarang, and Batavia. At the date of last advices it was reported to be on the decrease at Batavia. It is pointed out that the death statistics published fall below the true figures. Relations of native patients who had died of the disease often do not report the deaths, from fear of the Government burning the dead people's belongings. They object to giving up a portion or the whole of their inheritance to meet sanitary ideas which go beyond their limited understanding. The Government have taken measures to check the spread of the epidemic. A rich Chinaman at one place has undertaken to meet the expense of supplying medicines to Chinese patients. At Samarang, the Chinese sought to ward off the disease by processions with idols and with firing of crackers. This, they fancy, will frighten away the cholera demon.

SUSPICION.

The suspiciousness of the natives in Java is readily aroused by anything unusual about the ring of guilders. The counterfeiting of coin is nothing uncommon there. The other day some guilder pieces bearing the image of Queen Wilhelmina were rejected by both Javanese and Chinese, owing to the dullness of the ring. The coins, on examination, proved to be genuine, but they had been dented by having been often thrown upon stones and hard objects to test the ring. Many coins struck in her father's reign have also fallen short in the "ring."

A crying evil in Java is the insufficiency of the circulating medium, to the advantage of money-changers. The result is that, to meet the need, much spurious and counterfeit coin is current. The Government has the power to swell the volume of the currency, but sees no need for it.

GENERAL.

A Chinaman in Java has hit upon the idea of utilising used matches by putting new heads on them, and has asked leave from the Government to turn the invention to his own profit. The hindrance is that the Government draws a revenue from a customs duty and an excise on matches. He was referred to the Director of Finance. It is said that the Finance Department intends to levy an excise on the Chinamans' tinkered lucifers. The point in dispute is whether the tax shall be as high on them as on new made matches.

The population of Java is over 26 millions. The island is over-peopled, and there is urgent need of emigration to the neighbouring islands which are collectively sixteen times the size of Java, but are only peopled by seven millions of inhabitants.

At Solo, in mid Java, the panther in the menagerie of Warren's Circus played a trick one night by getting out of its cage. It turned freedom to account by eating up a watchdog. The next morning the panther was found in the kitchen of the dog's owner, and was killed by a well aimed shot.

The Court of Justice at Batavia has granted the extradition of a Chinaman named Tan Bong Sai charged with murder at Singapore. The Straits Settlements Government had asked for the extradition. Tan Bong Sai was arrested in East Sumatra.

The falling quotations for tea have taken a bad effect on enterprise in that staple in Java. Tea planters there had of late larger outputs than in 1900, but their dividends are much smaller. Some of the planters talk of curtailing production as a remedy for the evil.

Work of laying a telegraph cable between Java and Banjermassin in Dutch Borneo has begun. The telegraph office will be established at Banjermassin.—*Straits Times.*

A CATECHISM.

(FROM A SANDAKAN CORRESPONDENT.)

(*With apologies to "The Outlook."*)

Scene. Jesselton Heath. Thunder.

Dramatis Personae. Ghosts of the late Robert Stevenson and of the late lamented Mat Salley.

Q.—What is a Rail-road?
A.—An expensive plaything.
Q.—But how used?
A.—Experimentally.
Q.—For what purpose?
A.—As a tin-opener.
Q.—I beg your pardon?
A.—To open the hermetical case and let prosperity out.
Q.—What is expected when the case is opened?
A.—Dividends.
Q.—Who makes Railways?
A.—Those who hope to profit by them.
Q.—Then, they are not solely for the benefit of those who use them?
A.—Not solely.
Q.—In my country who is making the Railway?
A.—Messrs. P—L—G—& Co.
Q.—And they profit?
A.—They and others.
Q.—Who are the others?
A.—That would be telling.

"RECORDER."

G. GIRAULT: FRESH GOODS by every MAIL.

WIRE NEWS.

SOUTH AFRICA.

Reuter's Pretoria correspondent says that Lord Kitchener's proclamation has produced no very apparent results. The authorities are permitting the wives of the men in the field to go and warn their husbands of the consequences of resistance.

The *Daily Telegraph*, in a despatch from Pretoria, says they are authorised to state that Lord Kitchener is not going home, and will finish his task. General Lyttleton replaces General Hildyard, who has gone home on furlough.

Boer laagers at Fouriesberg and Witkop have been captured, with wagons, cattle, horses and prisoners. General Barker's and General Elliott's columns have captured all Boer convoys proceeding to Bethlehem. De Wet and Steyn fled from Reitz on the approach of Colonel Rimington.

The Portuguese of Mozambique have seized at Ressano Garcia a large quantity of cartridges, powder, rifles, dynamite, and other warlike stores abandoned by Pienaars, after the fighting at Komati Poort.

Many arrests have been made at Johannesberg, including the former Third Public Prosecutor in the Transvaal, on charges of espionage, and, it is believed, in connection with ex-Governor Krause.

Prominent Burghers of Pretoria will be compelled to accompany the trains of the Pietersburg line to prevent train wrecking.

Gensburg mine, in the Rand, restarts work this month with sixty stamps. The mines are recruiting native labour in the Pietersburg district, with the permission of Lord Kitchener, and natives are arriving freely.

The Cape Legislative Councillor Vandenheever has been arrested on a charge of concealing arms.

An armoured train has been derailed by Boers at Taungs. Three men were killed and five wounded.

UNITED STATES.

The American authorities are convinced that the assassination affair is a deliberate plot, and are searching for suspicious men who immediately preceded Czolgorz, which is the assailant's real name, in shaking hands with the President. Czolgorz was born at Detroit, and proclaims himself an Anarchist. He says he has no confederate, and is impenitent. He is convinced that the United States Government is all wrong, and that the best remedy was to kill President McKinley. The prisoner shows no sign of insanity. Five arrests have been made at Chicago and two at Cleveland.

Six men and three women have been arrested at Chicago, charged with conspiracy with Czolgorz to assassinate President McKinley, and three more men, alleged to be anarchists, have been arrested. Czolgorz has signed a confession, in which he says that he acted solely under the influence of anarchist literature and lectures. He declares that he had no accomplices.

Thousands of telegrams of sympathy have been received at Buffalo and at Washington, including one from King Edward, and others from Emperor William and other Chiefs of States.

GENERAL.

The crime at Buffalo has extinguished French hopes of the Czar visiting Paris. The strictest surveillance on anarchists has been instituted in France, and long lists of undesirables have been prepared, who will be arrested on bogus charges before the Czar's arrival, and will be aftewards released.

The protocol has been signed at Peking. Friendly speeches were exchanged on the occasion. Prince Ching said he deplored the horrors of the past year, and declared that China would faithfully fulfil all her obligations.

A *Morning Post* message from Shanghai says that the punitive clauses of the Protocol have been reduced to a mere farce. The importation of arms has increased. The collection of the new taxes for the purposes of the indemnity has caused serious (? rioting) in Shantung.

Count von Waldersee, in a farewell letter to General Gaselee, dated 2nd June, thanks him for loyal and knightly support, and praises the excellent condition of the British and Indian troops.

A *Times* telegram from Shanghai says that the British garrison there is reduced to one native regiment, and the German garrison of 800 is extremely active, undertaking work indicative of permanent occupation.

There is good reason for supposing that the rumour of the appointment of Sir West Ridgeway as the first Governor of New South Wales under the Commonwealth is a mere canard.

King Edward has landed at Elsinore. The Czar, the Czaritza, the Dowager-Czaritza, and the Czarevitch ceremoniously received His Majesty, who then proceeded to Fredensburg.

Majors Austin and Wright have arrived at Mombasa from Omdurman, having mapped the country. They experienced great hardships and lived for two months on transport animals. Of fifty-nine Sudanese that started with them, only fourteen survived.

A complication has arisen between the Austrian and Italian Governments at the Vatican regarding the position of a Dalmatian College at Rome, which is under the protection of Austro-Hungary.

It is stated that the Kaiser, replying to the request of the Sultan, has refused to intervene, and has advised the Sultan to arrange his dispute with France as soon as possible.

Emperor Francis Joseph, closing the Hungarian Diet, said that a close understanding with the Allies and the good friendly relations of all the Powers warrants the hope of a continuance of peace.

Sir Hector Macdonald, who is availing himself of 90 days privilege leave to go to New Zealand and Australia, leaves on the 25th inst.

G. GIRAULT, WINE MERCHANT.

Tenders are invited for a million pounds of India Bills, payable in twelve months, to replace bills payable on the 14th instant.

Colonel Dorward has been appointed Commissioner of Wei-Hai-Wei.

Sir Claude and Lady Macdonald have sailed for Japan *via* New York.

In the Sculling Championship, Towns beat Gaudaur by five lengths.

ANCIENT DRINKS.

Just at present even the most rabid teetotaler is interested in drinking. With a temperature rivalling that of the Red Sea, where "you drink bottled beer with one hand and wipe it off with the other," many of us, as we pant through the time between drinks, may have wondered what the world was like before imbibing had become the fine art it now is. For, mark you, the modern drink is very modern indeed. There was a time when the hot weather drink, the "long drink," brandy and and soda, cocktails, "John Collinses," and all the many concoctions of aerated waters and spirits in which our cousins across the Atlantic take such delight, were as much a mystery and unknown in these islands as once were tobacco and the electric telegraph. The times of Queen Elizabeth, so "spacious" in most matters, were peculiarly limited and confined in the matter of "thirst-quenchers." Good Queen Bess was militantly British, and she would have discouraged—probably she did discourage—the drinking of foreign wines or liquors. What a delightfully attractive glimpse it is we gain of her from the chronicler who tells us how on a visit she paid to the University of Oxford she halted on her return journey at the top of Headington-hill, and, looking back, blessed the learned city which lay below her, and there and then her gracious Majesty was brought and quaffed to its last nut-brown drop a quart of ale from a silver drinking cup, which was fetched from the neighbouring hostelry. Throughout mediæval times, ale was indeed the drink of all drinks in England: high and low, rich and poor drank it on all occasions, and these occasions were, you may be sure, many, for if our ancestors lacked palate for the more refined products of the grape, they made up for their failure in this particular by the whole-hearted devotion with which they partook of nut-brown ale. The word got into the language, and became identified with the national life and the rural festivals to which it in part gave names. Thus there were bride-ales, church-ales, clerk-ales, give-ales, lamb-ales, leet-ales Midsummer-ales, Whitsun-ales, and so on, each, as is obvious, implying the unlimited consumption of the favourite drink at weddings, at the lambing season, at the sessions. There was Single Broth and Double, and an ale-conner was an officer appointed in every court-leet to look to "the assize and goodness of ale and beer," and doubtless to "drop on" the false Boniface who palmed off the inferior on his customers at the superior price. It was not until Stuart days that spirits were drunk in England to any large extent, though years before that time there were wines to be had, and chief of these was Sack, or Canary, for it is believed that these two names were used indiscriminately to describe the wines of the sherry genus as distinguished from sweet wines. By the term "Sack," or Sweet Sack," was often meant a mixture of the sherry with port, (Ye gods! what heads our ancestors must have had!) and the term Canary was sometimes used to signify white wines seasoned with sugar, cinnamon, nutmeg, roasted apples, and eggs. In truth, these heady mixtures were rather after the heart of the worthies of the fourteenth centuries. For instance, there was what was called the posset, a drink of hot milk curdled by some strong infusion. This must have been a species of "night-cap," the equivalent of our modern "grog," for Macbeth says of the guards who attended the king at night: "I have drugged their possets," and sack-posset was usually brought up to the bridegroom at the end of the bridal festivities. Malmsey, too, historic malmsey, in a butt of which, it is alleged, "false-hearted Clarence" met his end, was drunk sparingly, a wine grown principally in those days in the Ægean and Levant. The earliest wines of which the world has any record are those of Asia. Classical writers are full of the ruby," as Dick Swiveller loved to call it. In Rome there were two kinds known as "merum" and "mixtum." The first was the pure wine, which was very seldom drunk; while the "mixtum" was the juice of the grape skilfully adulterated and sweetened for luxurious palates. In the earliest mediæval times Burgundy was producing wines which were accounted the choicest to be found on the tables of the wealthy, but it was long before England took up the craze for red wines, and became, as she once was, a great port and claret-drinking land.

—*Morning Leader.*

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons remain unclaimed at the Post Office:—

Ainslie, Mrs.	Linke, W. J.
Atkinson, J. J.	Livisid, M.
Allard, Rev. T.	Lyr, H.
Alexander, M. R.	McLean, A. E.
Alderson, H.	Miller, O. H.
Augustin, C.	Marshall, C. W.
Almeida, P. J.	Mills, S.
Anderson, W.	Maipang, W.
Aocha, O. A. N.	Mills, S. C.
Anderson, C.	Mitchell, W. T.
Barett, Mr.	Mundie
Bracter, C.	Mullary
Burke, Rev.	Mary
Bent, A. D. D.	Maulle, H. L.
Brown, Jas.	Macdonald
Bayonne	
Bonnet, F.	Macario
Brown, F. W.	Mecreki, M.
Brown, P. A. R. C. A.	Mehrtens
Bonnet, Major F. W.	Maru, Monsieur
Brownell, N.	McGill
Berrth	McWilliam
Beauchina, J. W.	Muller, O.
Baikofs, H.	McCultan
Bertram, W.	Myers, J.
Browne, E. A.	Mar. A.
Baylis, F.	Mant, J. B.
Beaseley, J. H.	Morton, H.
Banvard, F.	Materna, F.
Barrington, J.	Notton, R.
Cramer, R. B.	Nicholson, H. J.
Chinachiole, G. N.	Niveo, L.
Cavill, Miss A.	Newby, Capt. A
Crilly, A. G.	Newall, H. E.
Campbell, H.	Nason, B.
Collins, M.	Norman, A. J. M.
Crowley	Nurton
Cost, Francisco	Nicholds, P.
Cruz, Miss C.	Oswin, A.
Coombes, G.	Oviedo, F.
Cuntz, C.	Olivier, The Hon.
Clydesdale	Ozorio, S. E.
Coterall, L.	Olet, H. M.
Copolune, E.	Oliveira, A. C.
Colord, Capt.	Ocock, G.
Clarke, N.	Obbes, J.
Carrington, Sir John	Palmer, C. D.
Douglass, Mrs. M. E.	Paoli, S.
Dyson	Ponti, O.
Dederich, J.	Peterson, W.
Demate, A. P.	Pilcarin, W. G.
Drowd, P.	Parfit, J. S.
Drewell, A.	Pereira, Mrs. C.
Drysdale, A. B.	Pettet, J. D.
Esposito, E.	Piong, A.
Eschauzier, P.	Petsil, F.
Engert, M.	Paul
Eck, H.	Pennybacker, C.
Eakin, E.	Pabalan, H.
Ewing, Rev. J.	Pabalan, H.
Elizaga, T. S.	Paton, Dr. B. L.
Fitzsimmons, C. A.	Ponsonby, R.
Fleming, G.	Quency, P.
Farr, A. J. M.	Rouch, S. C. L.
Frankland, A.	Raine, Miss P.
Fortest, M. P.	Rousell, M.
Fernandes, J. M.	Roshchild, O. F.
Ferreira, E.	Robles, M.
Flying Jordans	Richardson, W. N.
Foster, F.	Rutledge, H. B.
Flint, O. M.	Rice, C.
Gizard, A. V.	Rosa, E. da
Galbraith, J.	Rove, H.
Grant, L. W.	Reinoa
Guthrie, J. R.	Rahim
Grey, C. E.	Remedios, A.
Godfrey, H.	Remedios, R. J.
Gitten, Mrs.	Robertson, Mrs.
Gercke, A.	Rust, A.
Geary, Sir W. N.	Reid, J. G.
Groves, F. W.	Root, M.
G. H. R.	R. E.
Griffiths, E.	Robinson, N.
Hermann, H.	Reellixinson
Heaton, T.	Ross, Mr. A.
Holdsworth, S.	Sig, J. R.
Haiman, A.	Shakoor, A. C.
Habram	Shaffer, S.
Hunter J. A.	Stermvarte
Hanson	Singh, C.
Hoji Hassian	Sampson, J.
Hobbs, W.	Seldner, P.
Horwitz	Sandelands
Hamilton, A.	Smith, A. H.
Hartley, A. W.	Sims, W. A.
Huckle, F.	Sprague, O.
Haman, J. W.	Soolayman, H.
Harrold, G.	Sanborne, Dr. F. G.
Hemmings, R.	Skillin, A.
Hoskins	Souza, M. B.
Hogg, Miss	Silva, L.
Hermann, J. S.	Salva, C.
Jarvey, J.	Sullivan, C. P.
Johnson, J.	Salter
Johnstone, B. H.	Sims, W. A.
Jephson, Capt. J.	Stephenson, Bob.
Jarvis, A. C.	Sassoon, P. M.
Jones, W. R.	Stevenson, J.
Junnot	Sitwell, J. K.
Jarvey, J.	Taylor, C.
Jones, L.	Tummler, W.
Jones, Thos.	Tome, T.
Johnson, R. C. R.	Thomson, J.
James, S. C.	Torrance, J.
Kalet, M.	Trechles, W.
Keelin, H.	Upton, W. C.
Kapple, W. A.	Verue, Miss P.
Kissersent, Smith	Veazey
Kahuweiler, S.	Walker, H. W.
Kelly, T.	William, J.
Kaiser, H. W.	Wennberg, H. O.
Laura, A.	Withington, I.
Luz	Whitney, L.
Little, Mrs. A.	Wakefield, F.
Liv, P.	Walsh, H.
Lorenzo, M.	Wiggins, Miss
Lever, S.	Wason, J.
Livingstone, J.	Williams, I.
Leslie, M. H.	Wheeler, G.
Limerckfeld	Walter, R.
Lee, T.	Whitaker, A. J.
Lang, R. W.	Wotton, H. R.
Leagner, M. V.	Zoga, E.
Laming, C. H., D.D.	

List of Registered Covers in Poste Restante.

Afzal Khan	Kohen, E. A.
Andrews, Wm.	Kallah Singh
Abbas Khan	Lawan Singh
Ameer Shah	Lejas, L.
Angudhia, M. S.	Liton, G. (London.)
Atlantis, Miss I. (2)	Lall Singh
Altmann, W.	Mene, (Tamshima)
Azzal Khan	Meier, J. W. H.
Bayan	McGill, Major H. S.
Brandt, P. (2)	(Tientsin).
Bomanjee & Co.	Martin, H. J.
Boyden Bros. & Co.	Merell, Capt. P.
Cadieux, Miss J.	Mullary & Co.
Campbell, Capt.	Mangal Singh
Cameron, B.	Mukand Singh
Celestino,	Moribold, N.
Chin Wa, (Dead Letter.)	Macdonald, Geo.
Chatt Singh	Mildehevich, J. B.
Carrington, Sir J. W.	Mirza Singh, I.P.C. 802
David, A. Singapore.	Nezam Deen
Dalpat Khan, I.P.C. 712	New Club Sec.
Eschell, H. O.	Nand Singh
Eurate, C.	Noble, James
Elia, J. (2)	Olbes, Fred.
Ebrahim, E., I.P.C. 760	Ofuku
Fernandez, V. F.	Petchizelles, H.
Fode, Wasil, (Austria.)	Pekin Railway, Chief Engineer.
Farrel, Capt.	Robles.
Farida, No. 784 R. A.	Ross, E. de
Frampton, Mrs.	Ritto, W. A.
Goodchild, Mrs. J. C.	Rozario, T. A. de
Gujor Singh, I.P.C. 647	Rozario, O.
Gomes, J. G.	Rodigo, B. J.
Graves, W.	Roda Singh
Gaunt, C. F.	Sam Ki, (Dead Letter.)
Gernld, A. (Nagasaki.)	Sultan Mahomed
Galvao, I. da Cunha Brazil.)	Shano, Capt.
Gray, C. J.	Skeener, J.
Hohnsbein, L.	Stohp, A.
Hamlin, Mrs. G.	Sulabat Khan
Holecceck, Mrs. R.	Sellers, Mrs.
Hutchinson, Mrs.	Thirty Tennis Club, Sec.
Hallmin, E.	Tilley, Capt. (5)
Isfahani, H.M.S.	Tremain, B. L., (New York),
Isha Singh (2)	Wazir Singh, I.P.C. 716
Johnson, S.	

G. GIRAULT for the best and GREATEST ASSORTMENT of CONFECTIONERY.

Kwong Hing (Dead Letter)	Wertheimer, Mrs. B. J.
Kaiser, Singh	Wo On, (2 Dead Letters.)
Kumura	Wiener, A.
Kala Singh	

List of Registered Covers for Merchant Ships.

S.S. *Chowfa*	W. Schneider.
" *Devawongse*	K. Ross.
" *Erica*	Capt. Zindel.
" *Helsagric*	Serang Humar.
" *Indravelli*	E. Pugh.
" *Idomeneus*	A. Devaynes.
" *Laosok*	L. Brandt.
" *P. C. C. Klao*	W. Shepherd. (2)
Transport *Penarth*	J. C. Connor. (2)
S.S. *Shantung*	H. S. Clifton.
" *Shantung*	Capt. Quail.
" *St. Dunston*	Leop. Piringer.
" *Sui Tai*	A. Nene.
" *Strathkyle*	Herbert Clifton Field.
" *Taichow*	Capt. W. Reher.
" *Ulysses*	Capt. O. Anderson.
" *Tsinan*	H. Roberts.
Transport *Wright*	S. Croft.

List of unclaimed Telegrams lying in the Joint Telegraph Companies Offices at Hongkong.

Behnroy.	Trienfat.
Chingtai (2 telegrams).	Tungshunter.
Chunhangchang.	Vankee.
Fungshingyung.	Willner.
Huffman.	Wingtailoong.
Konghinin.	With.
Kwongchancheong.	Woocheong.
Kwonghoplong.	Wood.
Loheengkee.	Wookee.
Nghuyen Thanh.	Yebisumoto.
Norton.	Yheetsan.
Pacortrade.	Yown.
Queemoh.	Yuenhoptai.
Schmidt (2 telegrams).	0903 Yuenhophai.
Shiuchinchong.	1,089, 1,459.
Soonkei (9988).	1,759.
Takmakoff.	6,032, 1,123, 0,478, 0,006,
Thungsenglong.	3,470.

Intimations.

Masonic.

ZETLAND LODGE,
No. 525, E.C.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zetland Street, on TUESDAY, the 1st October, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 25th September, 1901. [1054c

Consignees.

STEAMSHIP "LAOS."
COMPAGNIE DES MESSAGERIES MARITIMES.
NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Ortegal*, from Havre ex s.s. *Ortegal*, and from Bordeaux ex s.s. *Ville d' Arras*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, the 24th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 1st October, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 1st October, or they will not be recognised.

All damaged packages will be examined on TUESDAY, the 1st October, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPMORIN,
Acting Agent.
Hongkong, 24th September, 1901. [1004c

"BARBER" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
S.S. "RICHMOND CASTLE," FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st October, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 1st October, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st October, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & Co., LIMITED,
Agents.
Hongkong, 24th September, 1901. [1053c

NORTHERN PACIFIC STEAMSHIP COMPANY.
NOTICE TO CONSIGNEES.
STEAMSHIP "OLYMPIA," FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., LIMITED,
Agents.
Hongkong, 25th September, 1901. [4

NIPPON YUSEN KAISHA.
NOTICE TO CONSIGNEES.
FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship
"INABA MARU,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 1st October, will be subject to rent.

No Fire Insurance will be effected.

All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 4th October, or claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA.
Hongkong, 25th September, 1901. [1055c

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
NOTICE TO CONSIGNEES.
FROM SHANGHAI.

THE Steamship
"CARINTHIA,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon, on the 1st October, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 1st October, will be subject to rent.

Bills of Lading will be countersigned by
SANDER, WIELER & CO.,
Agents.
Hongkong, 25th September, 1901. [934c

NOTICE.
NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour:—
CELESTE BURRILL, British ship, Jeffery.—Order.
HELEN A. WYMAN, American ship, Vanhon.—Arnhold, Karberg & Co.
I. F. CHAPMAN, American ship, Chapman.—Arnhold, Karberg & Co.
L. SCHEPP, American ship, C. S. Kendall.—Carlowitz & Co.

Mails.

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
INABA MARU ..... W. Bainbridge	KOBE and YOKOHAMA	TO-MORROW, 27th Sept., at Daylight.
ROSETTA MARU ..... N. Tate	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TO-MORROW, 27th Sept., at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.
Hongkong, 19th September, 1901. [6

TOYO KISEN KAISHA.
TO SAN FRANCISCO, *VIA* INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 12th Oct., at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 5th Nov., at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 28th Nov., at Noon.

THE Twin Screw Steamship
"HONGKONG MARU,"
will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 12th October, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,
Acting Agent.
Hongkong, 17th September, 1901.

TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED, having Established a REGULAR SERVICE of STEAMERS from SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILLIPINES, in conjunction with the GREAT NORTHERN RAILWAY LINES of the UNITED STATES, are prepared to contract for the conveyance of Goods from the PACIFIC COAST and Interior Points of U.S.A. to the ORIENT.

For further Particulars, apply at
THE CHINA MUTUAL STEAM NAVIGATION CO.'s OFFICES, NEW YORK;
To the Agents of the Company at Japan, China, Hongkong, Phillipines and Straits;
FRANK WATERHOUSE & CO., General Western Agents, SEATTLE; or to
GEO. SUTHERLAND, General Agent for the East, SHANGHAI.
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 26th July, 1901. [795c

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS)

THE Steamship
"CHUSAN,"
Captain C. L. Daniel, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 28th September, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *viâ* Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 13th September, 1901 [

NORTHERN PACIFIC STEAMSHIP COMPANY.
PROPOSED SAILINGS FROM HONGKONG.
VIA
SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.
FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons	Captains.	Proposed Sailings.
Olympia	2,837	J. Truebridge	Oct. 1
Queen Adelaide.	2,832	F. McNair...	Oct. 8
Victoria	3,502	J. Panton ...	Oct. 15
Braemar	3,601	W. Watt.....	Nov. 12

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52.
Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.
Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4½ days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.
The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYEA and ST. MICHAEL.
Rates of Passage to other Points on application.
Special rates allowed to members of Government Services.
For further Information as to Passage or Freight, apply to
DODWELL & Co., LIMITED,
General Agents.
Hongkong, 26th August, 1901. [4

REGULAR STEAMSHIP SERVICE TO NEW YORK,
VIA PORTS AND SUEZ CANAL.
PROPOSED SAILINGS FROM HONGKONG.

"SATSUMA" .....20th Oct.
"KURDISTAN" .....5th Nov.
"LENNOX" .....20th Nov.
"RICHMOND CASTLE" ..End Nov.
"ORONSAY" .....
"HILLGLEN" .....

For Freight and further Information, apply to
DODWELL & Co., LIMITED,
Agents.
Hongkong, 13th September, 1901. [441c

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
TIENTSIN	"KIUKIANG"	27th instant.
CHEFOO and NEWCHWANG	"CHANGSHA"*	28th instant.
SHANGHAI	"TSINAN"*	3rd October.
	"WOOSUNG"	4th October.
MANILA	"SUNGKIANG"*	4th October.
ILOILO and CEBU	"KAIFONG"*	8th October.
MANILA	"CHINGTU"*	12th October.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"*	12th October.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

51c]

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"NESTOR"	1st October.
"	"LAERTES"	9th "
"	"DARDANUS"	15th "
"	"MACHAON"	23rd "
"	"PROMETHEUS"	28th "
"	"ACHILLES"	6th November.

HOMEWARDS.

FOR LONDON.

"AJAX"	1st Oct., 1901.
"PYRRHUS"	15th " "
"CALCHAS"	29th " "
"NESTOR"	12th Nov., "
"MACHAON"	26th " "

FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).

"ULYSSES"	15th Oct., 1901.
"DARDANUS"	15th Nov., "

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

12]

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Screw Steamship

"ROSETTA MARU,"

(3,441 Tons Gross, Captain N. Tait), will be despatched for the above Port, TO-MORROW, the 27th instant, at 4 P.M.

This Mail Steamer is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

Return Tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to
A. S. MIHARA, Manager.

Hongkong, 20th September, 1901. [1038c

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING,"

Captain J. G. Spence, will be despatched for the above Ports, on TUESDAY, the 1st October, at 3 P.M.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co., Agents.

Hongkong, 24th September, 1901. [1037c

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 7th October, 1901, at 4 P.M., the Company's Steamship "NATAL," Captain Bouis, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the s.s. *Tonkin*, which vessel take on her Passengers and Mails leaving that Port on the 19th October, direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 6th October. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

P. DE CHAMPMORIN, Acting Agent.

Hongkong, 23rd September, 1901. [1004c

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, *VIA* SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, The UNITED STATES, &c.

Strathgyle.....	.....	about	Oct. to

THE Steamship

"STRATHGYLE,"

will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on or about THURSDAY, the 10th October.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further Information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents. Hongkong, China and Japan.

Hongkong, 24th September, 1901. [1032c

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE TO VICTORIA (B.C.) AND SEATTLE.

Calling also at TACOMA and carrying Cargo on through Bills of Lading to NEW YORK and other points of the United States in connection with the GREAT NORTHERN RAILWAY CO.'S LINES.

THE Steamship

"TEENKAI,"

Tons 4,642, Commander H. C. Harris, is due here on 26th instant and will have quick despatch.

For Rates of Freight and further Particulars, apply to

JARDINE, MATHESON & Co., Agents.

Hongkong, 10th September, 1901. [999c

"GLEN" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"GLENGYLE,"

Captain T. Darke, will be despatched for the above Port, on the 28th September, 1901.

For Freight or Passage, apply to
McGREGOR BROS. & GOW.

Hongkong, 28th August, 1901. [927c

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIJIN MARU,"

Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 29th instant.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 23rd September, 1901. [226c

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIDZURU MARU,"

Captain K. Sudzuki, will be despatched for the above Ports, on WEDNESDAY, the 2nd October.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 20th September, 1901. [226c

EASTERN AND AUSTRALIAN STEAM SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE,"

Captain George, will be despatched as above on THURSDAY, the 3rd October, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and *vice versâ*.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co., Agents.

Hongkong, 9th September, 1901. [992c

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"LONGSHIPS,"

Captain Moore, will be despatched as above on or about the 15th October.

For Freight, apply to
JARDINE, MATHESON & Co., Agents.

Hongkong, 10th September, 1901. [1000c

SHEWAN, TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ADANA,"

Captain A. Smith, will be despatched for the above Port on the 10th November.

For Freight, apply to
SHEWAN, TOMES & Co., Agents.

Hongkong, 24th September, 1901. [1019c

Shipping.

STEAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"

Captain Rolfe, will be despatched as above TO-MORROW, the 27th instant, at 5 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., General Managers.

Hongkong, 24th September, 1901. [1049c

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 9th October, at Daylight.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 25th September, 1901. [321c

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-class Steamships "INDRAVELLI," "INDRAPURA," and "KNIGHT COMPANION," between HONGKONG and PORTLAND (OR.,) Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship

"INDRAPURA,"

will be despatched for PORTLAND (OR.,) on or about the 14th October, 1901.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points.

For through Rates of Freight and further Information, communicate with or apply to
ALLAN CAMERON, General Agent.

Hongkong, 25th September, 1901. [1056c

SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ASAMA,"

Captain F. F. Bement, will be despatched for the above Port, on the 15th December, 1901.

For Freight, apply to
SHEWAN, TOMES & Co., Agents.

Hongkong, 24th September, 1901. [1052c

SAILING VESSEL.

FOR NEW YORK.

THE 3/3 A. I. I. American ship

"MANUEL LLAGUNO,"

will load during September and October, sailing about 25th October.

For Freight, apply to
SHEWAN, TOMES & CO.

Hongkong, 8th July, 1901. [727c

Intimations.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,

PRAYA CENTRAL HONGKONG,

SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT *REASONABLE PRICES.*

Hongkong, 14th May, 1806. [38

NEW GOODS.

PLENTY IN HAND.

JAPANESE CURIOS.

D. NOMA, No. 12, Beaconsfield Arcade, Opposite the City Hall.

Hongkong, 30th April, 1900. [41

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

SANITARY SOFT SOAP. JEYES' FLUID DISINFECTANT SOAP.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 9th March, 1897. [37

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS. CHARTS and BOOKS. NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.

Nos. 54 & 56, Queen's Road Central. [121

Intimations.

GUARANTEED CURE.

After protracted and painstaking research, a thorougly safe and certain Remedy has taken discovered, which will positively **Cure any Disease of the Nervous System**. It is a sure Cure for Nervous Debility in all its forms, from whatever cause arising, Wasting Decay, Predisposition to Consumption; and I will send the prescription, and full particulars of the Remedy to any sufferer, on receipt of a self-addressed stamped envelope.—Address: Rev. JOSEPH HOPE, "St. Cloud," Westcourt Road, Worthing, England. (Name this paper). [1050c

JUST UNPACKED.

BEST GERMAN SAUSAGES of a well known make, in small and large tins, of various kinds.

Finest WESTPHALIAN HAMS.

H. RUTTONJEE, 5, D'Aguilar Street and 39 & 40, Elgin Road, Kowloon.

Hongkong, 13th July, 1901. [34

HONG SING,

8, Beaconsfield Arcade.

ENTIRELY NEW STOCK of the Newest Patterns in Cloths, Canvasses, and Ducks. Complete Gentlemen's Outfitting.

Hongkong, 30th August, 1901. 96-c

THE STOWFORD TRAGEDY.

Thrill had followed thrill, and Stowford was in a state of suppressed ferment. Scarcely had it done gasping at the mysterious erection of the corrugated iron chapel on the green, together with the advent of the "preacher man," who announced that his week-day lectures would be emphasised by limelight views, when, thud! came the news that the old manor house was going to be thrown open. Closed up for years—ever since Miser Carew's tragic death—it was going to be galvanised into life by the nephew and his pretty young wife from London. There was the parson's wife all of a tremble, and arranging a bazaar for the week after their arrival. Mr. and Mrs. John Carew—bold as brass—didn't care a rap about the ghost that had walked the cypress avenue all those years! Now for some happenings! Old Betty Cole, it was said, had sneezed nine times running—traditionally a most significant sign. There were the flaming bills stuck up all over the market town, near by, and two on the village post-office itself: Mr. Carew was going to stand as Tory condidate for the constituency in the forthcoming by-election. Rich? Why, he had married an heiress! People were saying that he lit his pipe with five pound notes. And they were coming down that day by the six o'clock train.

"Put on the children's best clothes and mind the cheer!" the parson's wife had feverishly whispered.

And now it was six fifteen, and all Stowford was straining its eyes down the road to the station. When at last an open carriage swung round the bend, and Stowford saw a gentleman in a silk hat pointing out landmarks to the sweetest young creature in furs and ruffles—, well, the hush could have been cut with a butter-knife. The knot of men at the signpost removed their pipes and cleared their throats, the white-aproned old women began curtseying automatically in their doorways, and the parson's wife danced with excitement behind her parlor curtain. Ah, dear! And now the gentleman had put a hand to his waistcoat pocket—he was going to signify his appreciation by throwing out a hundred-pound note! No; that hope flickered out as he fitted a glass to his eye.

"What is the matter with them—or with us?" he was saying, with a laugh. "Look at them all staring, Mildred! I'm certain I shall laugh if I have to address a crowd like that!"

"The idea! You had better not!" Mildred murmured, her eyes shining with expectancy. "If you begin in that way, I shall never listen to you from the Ladies' Gallery. Honest, simple people! Such material as this is like virgin soil. Oh, I know you are cynical, but we shall see. I have the sublimest faith in the intelligence of your obscure rural labourer. His instincts have not been properly drawn out; he is never rightly appealed to; he has so much rich land left fallow. A wicked waste! Practically, he has no voice in the affairs of the nation, because he is not shown how to vote intelligently. It's my dream, John, and you know it! It won't be my fault if the people in these villages are not roused to a sense of their own power and responsibility. We're going to—"

"Ah, yes! In six weeks you and your lady friends are going to till the soil thoroughly, and make them all vote Tory! We won't quarrel if I don't prove my anxiety, dear!"

"We will! If you do let that Smythe-Hopkins win the seat away from the party again, I'll never forgive you," she said, with a tightening of her sweet lips. "But it won't be; I feel it. Do you know, the agent tells that not half the voters in these villages ever trouble to record. We're going to change that. We shall begin with this Stowford on Monday, and make a complete round. There's a great work to be done here.

"And after that a lot of talk and tea on the House terrace, eh?" He laughed again. "Well, we shall see."

And by that time the manor house was in sight, and Stowford was left to analyse its thrill and speculate as to what would happen first. Aw, dear, they'd forgotten to cheer—parson's wife was that mad! When they wanted the new church organ so bad, too!

Up till eleven o'clock on Monday morning nothing had happened; then Joe Pringle, who was always out of work, came tearing along with word that a carriage full of ladies was coming up the road like mad. Yes, it was the new lady of the manor, all smiles and scents; the canvass had begun in earnest. At the very first cottage the carriage stopped; Mildred and her little party swept up to the door in stately style.

"Now we shall see! Why, there are no knockers to these doors! Never mind, knuckles were made before knockers. . . . Dear, dear, surely this house is inhabited?

"I'm afraid you won't make anyone hear, my lady," ventured the parson's wife from her doorway opposite. "There is only a deaf old soul living there."

"Thank you you so much! Well, we will try the next. . . . Ah, good morning! Why, what a sweet little cherub you have there!" A russet-faced young woman, carrying an ordinary baby, had appeared. "Would you ask your husband to study this paper? I suppose I could not see him for a moment?" And the young woman perspired palpably.

"I—I wish you could speak to him, ma'am; he's so much in the beerhouse lately, ma'am. I'm sure, only last night I had to fetch him. He'd ha' laid in the ditch there all night."

"Oh, dear, that is very sad. You see, we wanted some idea as to whether he will vote the right way."

"Vote? Well, he's up at Pigg's farm, ma'am. You go down that road, over the warren and the 'tater field, and out by the mill. I dunno as he'll vote, ma'am—but Joe Pringle there 'ud take you."

"I think"—Mildred's voice had lost a little of its rich confidence—"I think we will not trouble Mr. Pringle just yet. Of course, I forgot—all the men are away at work. Now, if we——"

"There's Soloman Dabbs at home, ma'am, third house down; and Patsy Schadbolt—only he's blind and deaf, and don't know a mole from a tadpole. Bill Horsfield—he ain't done no work this ten weeks, but I wouldn't go there—his talk is that dreadful at times. Ah, and there's——"

"We'll try Mr. Dabbs, thank you," Mildred put in, with an attempt at cheeriness; and out they filed. "Dear me, are these children following us? And just look at that old dame bobbing up and down all the time—I really believe she thinks we are distributing gifts! Third house, did she say? This is it. . . . . Er—is Mr. Dabbs interested in the election, my good woman?"

"Dabbs? Oh, yes, ma'am! Well, ma'am, he's just out at the back, to kill a pig that was ordered;" and a harrowing succession of yells at the moment told that Dabbs was busy. "Oh, it's nothing, ma'am—they always make a deal of noise!" Mildred and her party had turned quite pale. "What was it for? Oh, the voting! If you'll just step in here a moment—he can't leave off for a minute, you see. I'll send him in."

At the end of five minutes she came back, curtseying regretfully. "I'm real sorry, lady, but he won't budge. He's narvous o'ladies at any time. He says he don't know much about the voting 'cept what he's heard, but the other gentleman's been trying to get their wages put up for them—and the lord o' the manor wouldn't, he says. He gets such ideas into his head, ma'am. Give him this paper? Well, yes, I'm sure—but, there, ma'am, we can't read, neither on us. There warn't no school when——"

"Oh!" breathed Mildred. "We'll try the next village on our list, I think." And back to the carriage they swept.

It looked as if in less than twenty minutes Stowford had pulled the bottom brick out of the dream.

* * * * *

The poll was declared, and the astounding figures read: "W. Smythe Hopkins, 3,241; John Carew, 1,300."

Carew sat back, laughing heartily.

"All that trouble and bother and expense for nothing! I told you: that comes of not being a local man! They never took me seriously."

And Mildred spun round hysterically. There were real tears beading in her beautiful eyes.

"And why? Nothing of the sort! I wanted you to take a double name, and you wouldn't. It would have made all the difference in the world—nearly every man in the House goes in with a double name! Beaten? No, I'm not. You'll put up again at the very first chance—and you'll be billed all over the place as John Carlton-Carew!"—*A. of India.*

PASSENGERS BOOKED FOR THE FAR EAST.

Per Messageries Maritimes steamer *Armand Behic*, connecting with the steamer *Salazie* at Colombo, from Marseilles, Sept. 8.—To Nagasaki: Mr. Erdmann. To Haiphong: Mr. Michel, Mr. and Mrs. Malod, Mr. Gayer, Mr. Lefebure, Mr. and Mrs. Fontaine. To Saigon: Mr. and Mrs. Hue and children. To Batavia: Mr. Mendes de Lion.

Per Messageries Maritimes steamer *Annam*, from Marseilles, Sept. 22.—To Yokohama: Mr. and Miss Meschersky. To Shanghai: Mr. and Mrs. Van Laer. To Hongkong: Mr. Prévoux. To Haiphong: Mr. and Mrs. Devaux. To Saigon: Mr. and Mrs. Rochouvoller and 2 children.

Per P. and O. steamer *Arcadia*, connecting with the steamer *Bengal* at Colombo, from London, Aug. 24.—To Hongkong: Miss Fenner, Mr. and Mrs. Charles Ford, Miss Sweet, Corporal W. Marsden, Mr. E. H. Codling, Mrs. Daly, Mr. J. C. Cooke. From Marseilles.—To Shanghai: Rev. and Mrs. J. Paxton and child. To Hongkong: Mr. Bremner, Mr. W. B. Dixon, Mr. W. E. Dixon. To Singapore: Mr. W. E. Sharpe.

Per P. and O. steamer *India*, from London, Sept. 5.—To Shanghai: Mr. and Mrs. J. Stark, Dr. H. S. Cary, Dr. W. Shackleton, Mr. W. J. Embery, Mr. W. H. Greenaway, Mr. R. Young, Mr. C. Chenery, Mr. G. Anderson, Mr. A. Jennings, Miss Eacott. To Hongkong: Mrs. Hatherwell, Major Scott. To Bangkok: Mrs. Wood and child, Mr. C. J. Davidson. From Marseilles.—To Hongkong: Miss Radcliffe, Mr. E. T. Palmer, Mrs. Bond.

Per P. and O. steamer *Japan*, from London, Sept. 7.—To Hongkong: Mrs. Brown and 2 children, Commander and Mrs. Dawes, Mr. H. Bent, Mrs. Low and child, Lieut. Fry, Lieut. Cole, Major and Mrs. Ash, Mr. J. Low, Lieut. Grant, Sub-Lieut. Hammond.

Per P. and O. steamer *Oceana*, connecting with the steamer *Massilia*, at Colombo, from London, Sept. 19.—To Shanghai: Miss Twirell, Miss G. M. Miller, Miss A. N. Hart, Miss M. G. Saltan, Miss N. Marshbank, Miss E. Baller, Miss J. Begg, Miss F. Stillman, Mr. J. West. To Hongkong: Capt. R. White, Mrs. M'Oubbin and child. From Brindisi, Sept. 29.—To Manila: Mr. J. M. Underwood.

Per P. and O. steamer *Borneo*, from London, Sept. 21.—To Yokohama: Mrs. and Miss Edmonds. To Shanghai: Miss Hopkins, Miss Homan, Mrs. Cecil Simpson and child, Mr. and Mrs. Thomas. To Hongkong: Miss A. M. Finney, Miss A. M. Baker, Miss Clarke, Miss Hutchinson, Miss J. C. Clarke, Mrs. Clutton, Mrs. S. Hooper, Mr. and Miss Bull, Lieut. H. Stemsbury, Miss E. J. Ramsey, Lieut. and Mrs. Walker.

Per Norddeutscher Lloyd steamer *Sachsen*, from Hamburg, Aug. 21.—To Shanghai: Mr. Knud S. Stokke, Mr. Johann Wenck. To Hongkong: Mr. Heinrich Varrelmann. From Southampton, Aug. 26.—To Yokohama: Mr. and Mrs. R. J. Webb. To Shanghai: Mr. W. E. Burnet, Miss Caplin, Dr. E. C. Davenport, Mrs Dewar and child, Miss A. Ford, Mr. D. Robertson. To Hongkong: Mr. and Mrs. H. Frewin, Miss Macfarlane, Mr. Mumford and family, Mrs. Kate Ramsey. From Genoa.—To Yokohama: Mr. Riccardo Giglio-Tos. To Kobe: Miss Anna Barth. To Tsingtau: Mr. Albert Pfeiffer. To Shanghai: Mrs. von Möllendorf, Miss Eva von Möllendorf, Miss Margaretha von Möllendorf, Miss Dora von Möllendorf, Mr. Stabszahlmeister Ross, Dr. Stuhlmann. To Hongkong: Mr. Diakon Baumann, Mr. Carl Diener, Dr. and Miss John E. Kühne, Master Hans Kühne, Miss Bertha Kühne, Miss Edy Kühne, Miss Johanna Kühne.

Per Norddeutscher Lloyd steamer *Klautschou*, from Bremen, Sept. 4.—To Nagasaki: Mr. G. Chester, Mr. Gordon Kerr. To Shanghai: Mr. and Mrs. Taylor, Miss Kidson Miss Short, Dr. Hotvedt, Mr. Pereira and party, Mr. F. Neville May, Miss May, Mrs Rees and family, Mr. and Mrs. L. M. F. Grant and family, Mrs. Felgate, Rev. and Mrs Hunter, Dr. W. E. Plummer, Mr. and Miss McPhail, Rev. S. C. Meech, Mrs. Harris, Dr. Cochrane, Miss Miles. To Hongkong: Mrs. Macdonald, Miss Cumber, Dr. H. Davidson, Mr. Hickie, Mrs. Kidd and children, Miss Turner and child.

Shipping.

Arrivals.

ROBERT DICKINSON, British steamer, 1,331, McDonald, 25th Sept.,—Hankow 18th Sept., Ballast.—Arnhold, Karberg & Co.

DAIJIN MARU, Japanese steamer, 900, T. Ogata, 25th Sept.,—Tumsui 21st Sept., and Swatow 24th, General.—Mitsui Bussan Kaisha.

AUSTRALIAN, British steamer, 3,000, P. T. Helms, 26th Sept.,—Australia 1st Sept., General.—Gibb, Livingston & Co.

KIUKIANG, British steamer, 1,240, Hopkins, 26th Sept.,—Amoy 25th Sept., General.—Butterfield & Swire.

W. H. CONNER, American ship, 1,614, Colcord, 26th Sept.,—Manila 10th Sept., Ballast.—Standard Oil Co.

BENGAL, British steamer, 2,751, A. L. Valentini, 26th Sept.,—Bombay 11th Sept., and Singapore 21st, Mails and General.—P. & O. S. N. Co.

TEENKAI, British steamer, 3,016, H. C. Harris, 26th Sept.,—Singapore 20th Sept., General.—Jardine, Matheson & Co.

GAELIC, British steamer, 2,691, Wm. Finch, R.N.R., 26th Sept.,—San Francisco and Shanghai 24th Sept., Mails and General.—O. & O. S. S. Co.

Clearances at the Harbour Office.

Calchas, British str., for Shanghai.
Hoimoon, British str., for Canton.
Loongmoon, German str., for Shanghai.
Kachidate Maru, Japanese str., for Kuchinotzu.
Pak Kong, British str., for Canton.
Hailoong, British str., for Swatow.
Carinthia, Austrian str., for Singapore.
Devawongse, German str., for Bangkok.

Departures.

Sept. 26, *Cheang Chew*, British str., for Amoy.
Sept. 26, *Hailoong*, British str., for Swatow.
Sept. 26, *Macduff*, British str., for Moji.
Sept. 26, *Devawongse*, Ger. str., for Bangkok.
Sept. 26, *Richmond Castle*, British steamer, for Shanghai.
Sept. 26, *Calchas*, British str., for Shanghai.
Sept. 26, *Carinthia*, Austrian str., for Singapore.
Sept. 26, *Loongmoon*, German str., for Shanghai.

Passengers—Arrived.

Per *Bengal*, for Hongkong from Singapore—Messrs. Strachan, C. Knight, F. H. Dixon and C. H. Hand. From Bombay—Mr. A. C. Abdulla. From London—Mr. and Mrs. Ford, Misses Famer, Sweet, Mrs. Daly, Corpl. D. Marsden, Army-Sergt. Wood, and Mr. C. J. Cook. From Gibraltar—Mr. J. A. Fernandes. From Marseilles—Messrs. W. E. Dixon, W. B. Brunner and E. H. Codling. For Shanghai—Rev. and Mrs. J. Paxton and infant. From Colombo—Mrs. W. S. King, child, infant and servant, Mrs. Taylor, child and amah. For Yokohama—Mr. G. Gracewood. For Kobe from Marseilles—Mr. B. F. Madon.

Per *Australian*, from Australian Ports—Hon. Wm. Hay, Miss Hay, Mr. and Mrs. Walter Howard Smith, Mr. and Mrs. W. E. Jackson, Mesdames F. G. Maitland, F. Gove and child, Smithers, Smith, Devenish and three children, Maxwell Hutchison, Buller, H. Taylor, Hang Gong and two children, Misses Steele, Helms, Symons, Munro, Capt. and Mrs. Groves and two children, Messrs. Kenneth Stevens, H. L. Beale, W. S. Collins, A. Mason, G. W. Painter, Osokawa, Yamamato, and 48 Chinese. From Timor—Messrs. L. A. Rodriques, V. Clansio Gonsalves, Rev. Mansel Jeronyma, Maria Maria Hyndman, and 18 Chinese. From Manila—Messrs. L. Bontinon, H. Gheiselin, Blanvelt, Nayaourya, J. Tamawa, Capt. W. T. Miss Shibukor, and Mrs. O. E. Wood and son.

Per *Teenkai*: From Singapore—700 Chinese.

Per *Diamante*, for Wed... Otto Sheever, P. Chavila—Messrs. B. Wise, Keen (2), Mr. and Mrs. Dr. Keen, Misses C. J. Andrass, Miss Bertin, A. McCarl, Mr. Gong, Mrs. H. A. Branscom, Mrs. A. Fe... billa and G. Gibson. ...Pro-M. Tow...

SHIPPING REPORT.

Capt. P. T. Helms, of the steamship *Australian*, from Australia, reports:—Fresh to light variable winds, fine, clear and fresh throughout. ...moderate sea throughout.

Captain A. L. Valentini, of the steamship *Bengal*, from Bombay and Singapore, reports:—Calm, light N.E. winds, and fine throughout. On the 25th inst., passed a floating ... Lat. 17.48, and Long. 113.5...

NOTANDA.

CALENDAR.

SEPTEMBER.

Meteorological means based on fifteen years' observations to 1898.

Barometer	29.755
Thermometer	81.6
Humidity	83.
Rainfall	13.482

TO-DAY.

WEATHER REPORT.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.96	29.88
Temperature	83	81
Humidity	75	64
Rainfall	0.63	—

TO-DAY.

Thursday, 26th September, 1901.

Chinese—*14th of 8th moon of 27th year of Kwang-su.*

Sun—*Rises* ..... *5hr. 51min.*
Sets ..... *5hr. 53min.*

High water—*Morning* ..... *6hr. 49min.*
Afternoon ..... *7hr. 46min.*

Low water—*Morning* ..... *0hr. 38min.*
Afternoon ..... *1hr. 40min.*

ANNIVERSARIES.

1841—Transport *Nerbudda* wrecked on the Coast of Formosa.

1881—Typhoon on coast of southern Japan, in which British steamer *Esk*, one day out from Nagasaki, is supposed to have foundered with twenty-six Europeans.

TO-MORROW.

Friday, 27th September, 1901.

Chinese—*15th of 8th moon of 27th year of Kwang-su.*

Sun—*Rises* ..... *5hr. 52min.*
Sets ..... *5hr. 52min.*

Moon—*In Equator 2hr. a.m.*

High water—*Morning* ..... *7hr. 43min.*
Afternoon ..... *8hr. 13min.*

Low water—*Morning* ..... *1hr. 28min.*
Afternoon ..... *2hr. 11min.*

ANNIVERSARIES.

1792—George Cruickshank born.

1851—Treaty of Commerce between Britain and Belgium.

1873—American dollar assayed by the Chinese Government.

1898—Sir H. Kitchener raised to the peerage.

AGENDA.

TO-MORROW.

A. L. S. N. Co.'s steamer *Carinthia* leaves for Singapore, and Bombay.

4 p.m.—N. Y. K. steamer *Rosetta Maru* leaves for Manila.

5 p.m.—I. C. S. N. Co.'s steamer *Yuensang* leaves for Manila.

SATURDAY, 28th.

Noon—P. & O. Co.'s steamer *Chusan* leaves for Bombay.

Noon—Ordinary Meeting of Shareholders of the Douglas Steamship Co., at the Company's office.

3 p.m.—I. C. S. N. Co.'s steamer *Loksang* leaves for Tientsin *via* Swatow.

SUNDAY, 29th.

O. S. K. Co.'s steamer *Daijin Maru* leaves for Tamsui *via* Swatow and Amoy.

TUESDAY, October 1st.

3 p.m.—D. S. S. & Co.'s steamer *Lightning* leaves for Calcutta.

9 p.m.—Regular Meeting of the Zeland Lodge at the Freemason's Hall, Zetland Street.

Cargo ex *Inaba Maru* subject to rent.
Cargo ex *Carinthia* subject to rent.
Cargo ex *Richmond Castle* subject to rent.

WEDNESDAY, 2nd.

O. S. K. Co.'s steamer *Maidzuru Maru* leaves for Anping, *via* Swatow and Amoy.

MONDAY, 7th.

1 p.m.—M. M. Co.'s steamer *Natal* leaves for Marseilles *via* Bombay.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:—

August 23rd.

Mr. Short is temporarily chief officer of the *Haiching*.

Mr. S. Williams is appointed 3rd officer of the *Haitan*.

Captain Evans is temporarily commanding the *Haiching*, vice Captain Davis on leave.

Mr. Walters is appointed 3rd officer of the *Haimun*.

Mr. Musgrave is appointed 3rd engineer of the *Thales*.

Mr. E. Sayer is appointed 2nd engineer of the *Thales*.

Mr. E. H. Kirman, late of American ship *M. Laguno*, is now 4th officer of the *Glengyle*.

August 26th.

Capt. Davis has resumed command of the *Haiching*.

Mr. Evans, chief officer, has returned to the *Haiching*.

Mr. Short, 2nd officer of the *Haitan*, has returned to that ship.

August 30th.

Captain W. Passmore has taken over the command of the *Haimun*.

Mr. Walters has joined the *Haimun* as 3rd engineer.

September 11th.

The officers of the *Flandria* (Capt. F. Eichbaum) are:—chief officer W. Schaake, 2nd E. Lehmann, chief engineer M. Biese, 2nd C. Petersen, 3rd H. Brandt, assistant engineer, H. Dittmann.

September 20th.

Mr. D. Bowie is acting 2nd officer of the *Haitan vice* Mr. Short on leave.

Mr. Attwood has joined the same ship as 3rd officer.

September 23rd.

The officers of the s.s. *Diamante* (Capt. Rattenbury) are:—chief officer A. J. Motley, 2nd A. Fraser, 3rd F. M. Turner, chief engineer J. Hill, 2nd J. Potts, 3rd P. Wilson, doctor S. Castro.

SHIPPING AND MAIL NEWS.

MAILS DUE.

Canadian (*Empress of China*) 30th instant.
Indian (*Kumsang*) 1st prox.
German (*Sachsen*) 2nd prox.
German (*Preussen*) 2nd prox.
American (*Hongkong Maru*) 2nd prox.
American (*China*) 10th prox.
American (*Doric*) 18th prox.

The N. Y. K. Co.'s steamer *Sanuki Maru* (European Line) left Kobe *via* Moji for this port on the 25th inst., and is expected to arrive here on the 2nd prox.

* * *

HONGKONG AND WHAMPOA DOCK RETURNS.

Georges Valentine ...	at	Kowloon'	Dock.
Olympia	"	"	"
Victoria	"	"	"
Zafiro	"	"	"
Clara	"	"	"
Algoa	"	"	"
Elcano	"	"	"
Changsha	"	"	"
Canton River	"	"	"
Charterhouse	"	Cosmopolitan	"
Munchen	"	"	"

* * *

PASSED THE CANAL.

Outward—30th August—*Anapa, Teenkai.* 6th September—*Salazie, Socotra, Hermiston, Prima.* 10th September—*Benlomond, Sachsen, Aidana, Segovia, Cholon, Pembrokeshire.* 13th September—*Armand Behic, Shinano Maru, Nestor, Neckar.* 17th September—*Glenshiel, Ettrickdale, Forfric, Mercur.* 20th September—*Feronia, Marburg, Japan, Rhipeus, Hanyang.* 24th September—*Queen Christina, Erzherzog, Franz Ferdinand, Kiautschou.*

Homeward—10th September—*Deucalion, Sado Maru.* 13th September—*Konig Albert.* 17th September—*Malacca, Acilia.* 20th September—*Occanien, Hudson, Peleus.* 24th September—*Kawachi Maru.*

Arrivals at Home—13th September—*Ambria, Dresden, Indrani, Kanagawa Maru, Stuttgart, Sambia.* 17th September—*Wurzburg, Sado Maru.* 20th September—*Lowther Castle, Deucalion.* 24th September—*Neckar, Konig Albert.*

VISITORS AT THE HONGKONG HOTEL.

Anderson, Mr. W. H.
Andrew, Mr. D. A.
Angus, Mrs.
Arnold, Mr. H.
Bailey, Mr. W. S.
Barlow, Mr. B. J.
Bell, Mr. J. T.
Black, Mr. J.
Bonner, Mr. A.
Brown, R.E., Major W. B.
Bullard, Mrs. W. H. T.
Bullard, Master B. T.
Buller, Mrs.
Busustow, Mr.
Cameron, Mr. D. H.
Carre, Mr. R.
Clark, Dr.
Cole, Mr. G. E.
Colombo, Mr. G.
Colson, Mr. J. S.
Cylindar, Mr. M.
Denroche, Mr. P. C.
Devilbiss, Mr. D. M.
Discombe, Mr. G. M.
Dorehill, R.A., Major
Dunsford, Capt. & Mrs. and child
Dyson, Major P. S.
Edwards, Mr. F. W.
Elliott, Mrs. E. M.
Fernald, Mr. and Mrs.
Field, Mr. A. G.
Fischer, Mr.
Franklin, Mr. and Mrs.
Gibson, Mr. Kennedy
Glover, Mr. C.
Grant, Mr. John
Groves, Mr. and Mrs. and 2 children
Guignard, Mr. E.
Hamilton, Mrs.
Harford, Capt.
Hawkins, Mr. J. A.
Hay, Miss
Hay, Hon. W.
Heckford, Mr. R. G.
Houten, Mr. J. van
Howard, Mr. Thos.
Howkins, Mr. and Mrs. H. L.
Hughes, Mr. W. K.
Huke, Mr. A. N.
Hutchison, Mrs.
Innes, Capt.
Irving, Mr. E. A.
Jackson, Mr. and Mrs. W. S.
Jewett, Mrs.
Johansen, Mr. and Mrs.
Joseph, Mr. and Mrs. E. S.
Katsch, Mr. E. A.
Kiene, Mr. and Mrs. F.
Lazarus, Mr. N.
Littledale, R.E., Major R. P.
Long, Mr. & Mrs. D. M.
Macdonald, Mr. D.
Mackie, Mr. Gordon
Marlow, Mr.
McLellan, Mr. and Mrs. E. E.
Michael, Mr. S. J.
Mora, Mr. and Mrs.
Munro, Miss
Parritt, Mr. W.
Pearse, Dr. W. W.
Piry, Mr. S. D.
Pitcher, Mr. A. J.
Price, Mr. H.
Quennell, Lieut. W. A.
Reel, Dr. L. R.
Reid, Mr. A.
Robertson, Mr. W. R.
Rouse, Miss
Schouw, Mr. C.
Sergeant, Mr. P. W.
Simpson, Mr. A. E.
Smith, Mr. T. J.
Smith, Mr. and Mrs. Howard
Smithers, Mr. R. G.
Smithers, Mrs.
Snewin, Mr. E. A.
Sontinon, Mr. Q.
Stafford, Mr. T. C.
Symons, Miss
Taylor, Mr. D. G.
Thomson, Dr. and Mrs. J. C. and child
Tibbey, Mr. H. M.
Trobe, Mr. N. G.
Wakeman, Mr. G. H.
Watts, Mr. and Mrs. Frank W.
Whiley, Mr. W. J. G.
Whitton, Mrs.
Woollen, Mr. J. J.
Young, Mr. E. S.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Bacon, Miss
Baulton, Mr. J. F.
Beattie, Mr. James
Bonnar, Mr. J. W. C.
Brawn, R.E., Col. L. F.
Brayne, Mr. H. F. R.
Brusse, Mr. G.
Collard, Col. A. W.
Crookenden, Col.
Dann, Mr. George H.
Davies, Mr. W.
Detrick, Mr. and Mrs. and children
Drake, Capt. and Mrs.
Drion, Mr. F.
Ezekiel, Mr. J. S.
Forbes, Mr. Andrew
Graham, Mr. D. M.
Gumprecht, Dr.
Hamilton, Major
Jameson, Mr. Philips
Jeffries, Mr. H. N.
Lee, Mr. J. E.
Logan, Mr. J. W.
Martin, Mr. R.
May, Mr. A. J.
McDermott, Mr. A. P.
McMillian, Mr. & Mrs.
Miller, Mr. and Mrs.
Pitt, Mr. John, R.N.
Pollock, Hon. H. E.
Qustinoff, Mr. M.
Rumsey, R.N., Hon. R. Murray
Sawer, Mrs.
Sinclair, Mr. A.
Stokes, Mr. A. G.
Thomson, Mr. J. S.
Wheeler, Mr. W. H.
Wheeler, Colonel
Wilgress, Mr. W. T.
Wilson, Mrs. W. and child
Wright, Mr. and Mrs. H. Taylor

CRAIGIEBURN.

Bells, Mr. H.
Brown, Mr. and Mrs. H. Matheson
Crouch, Mr. J. W.
Edwards, Mr. G. H.
Farrow, Capt. J.
Grimble, Mr. & Mrs. G. H.
Hamilton, Capt. and Mrs. C. E.
Heemskerk, Mr. J. J. B.
Helms, Mr. W.
Langlands, A.O.D., Capt. and Mrs. P.
Pye, Mr. E. Burns
Scott, Mrs. James
Sisters, Govt. Civil Hospital
Surplice, Mr. and Mrs. F. R. C.

KOWLOON HOTEL.

Connally, Miss K.
Fernandez, Mr. & Mrs. J. B.
Harges, Mr. Herm.
Harman, Mr. T. O. B.
Holden, Mr. Geo. H.
Holdon, Capt. H. N.
Nobbs, Prof. A. P.
Riegen, Mr. V.
Schmür, Mr. C.

EXCHANGE.

Hongkong, 26th September.

ON LONDON, Telegraphic Transfer	1/11½
" Bank Bills, on demand	1/11 3/16
" Credits, 4 months' sight	1/11 9/16
" D'ments, 4 months' sight	1/11 11/16
ON BERLIN, (demand)	M.1.97
ON PARIS, Bank Bills, on demand	2.44
" Credits, 4 months' sight	2.47
ON NEW YORK, Bank Bills, on demand	46⅞
" Credits, 30 days' sight	47⅛
ON BOMBAY, Telegraphic Transfer	144½
" On demand	144¾
ON SHANGHAI, Telegraphic Transfer	73
" Private 30 days' sight	nom.
ON YOKOHAMA, T.T.	5½ % prem.
Sovereigns, Bank's Buying Rate	$10.32
Gold Leaf 100 touch, per tael	53.30
Bar Silver	26⅞
Dollars	nom.

THE SHARE MARKET.

LATEST QUOTATIONS.

(SEPTEMBER 26th.)

COMPANIES.	PAID UP VALUE.		LATEST QUOTATION.
Banks.			
Hongkong and Shanghai Banking Corporation	$	125	$605 sales
The Bank of China and Japan, Limited—(Preference)	£	5	nominal
The Bank of China and Japan, Limited—(Ordinary)	£	4	£0.15/
The Bank of China and Japan, Limited—(Deferred)	£	1	£5.5
National Bank of China, Limited	£	8	$28 buyers
Do. Founders	£	1	$15 sellers
Marine Insurances.			
Union Insurance Society of Canton, Limited	$	50	$340 buyers
China Traders' Insurance Company, Limited	$	25	$60 sellers
North China Insurance Company, Limited	£	25	Taels 192½
Yangtsze Insurance Association, Limited	$	60	$122½
Canton Insurance Office, Limited	$	50	$170
Straits Insurance Company, Limited	$	20	nominal
Fire Insurances.			
Hongkong Fire Insurance Company, Limited	$	50	$340
China Fire Insurance Company, Limited	$	20	$82 buyers
Shipping.			
Hongkong, Canton, and Macao Steamboat Company, Limited	$	15	$34½ buyers
Indo-China Steam Navigation Company, Limited	£	10	$137 buyers
China and Manila Steamship Company, Limited	$	50	$59 sellers
Douglas Steamship Company, Limited	$	50	$43¾ buyers
China Mutual Steam Navigation Company, Limited—(Preference)	£	10	nominal
China Mutual Steam Navigation Company, Limited—(Ordinary)	£	5	nominal
China Mutual Steam Navigation Company, Limited—(Ordinary Bonus)	£	7.10	nominal
Star Ferry Company, Limited	{$	10	$24½ buyers
	{$	2½	$9½ buyers
"Shell" Transport and Trading Company, Limited	£	1	£2 12/6 sellers
Refineries.			
China Sugar Refining Company, Limited	$	100	$151½ sales
Luzon Sugar Refining Company, Limited	$	100	$36 sellers
Mining.			
Punjom Mining Company, Limited	$	9	$5 sellers
Punjom Mining Preference Shares	$	1	$1.25
Société Française des Charbonnages du Tonkin	Francs	250	$325
Queen Mines, Limited	Cents	25	5 cents
Jelebu Mining and Trading Company, Limited	$	5	$4½ buyers
Raub A'lian Gold Mining Company, Limited	£0	18s. 10d.	$13 buyers
Olivers Freehold Mines, Limited A	$	5	nominal
Olivers Freehold Mines, Limited B	$	5	nominal
Docks, Wharves and Godowns.			
Hongkong and Whampoa Dock Company, Limited	$	50	$277½ buyers
Hongkong and Kowloon Wharf and Godown Company, Limited	$	50	$99 sellers
Wanchai Warehouse and Storage Company, Limited	$	37½	nominal
New Amoy Dock Company, Limited	$	6¼	$25 buyers
Lands, Hotels and Buildings.			
China Provident Loan and Mortgage Company, Limited	$	10	$9.75
Hongkong Land Investment and Agency Company, Limited	$	100	$190
Kowloon Land and Building Company, Limited	$	30	$31 buyers
West Point Building Company, Limited	$	50	$54 buyers
Hongkong Hotel Company, Limited	$	50	$126
Oriente Hotel Company, Limited	$	50	$55
Humphrey's Estate and Finance Company, Limited	$	10	$13½ sales
Cotton Mills.			
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	$	10	$11½ buyers
Ewo Cotton Spinning and Weaving Company, Limited	Taels	100	Taels 40
International Cotton Manufacturing Company, Limited	Taels	100	Taels 30
Laou-kung-mow Cotton Spinning and Weaving Company, Limited	Taels	100	Taels 45
Soy Chee Cotton Spinning Company, Limited	Taels	500	Taels 300
Yahloong Cotton Spinning Company, Limited	Taels	100	Taels 10
Cigar Companies.			
Alhambra, Limited	$	500	$1,000 nominal
Philippine Tobacco Trust Co., Limited	$	50	$50 nominal
Miscellaneous.			
Green Island Cement Company, Litmited	$	10	$21 sales
China-Borneo Company, Limited	$	15	$38 sellers
A. S. Watson & Co., Limited	$	10	$15½ sales
Watkins, Limited	$	10	$10 sales
Hongkong Electric Company, Limited	$	10	$13 sales
Hongkong Electric Company, Limited	$	5	$6½ sales
Hongkong and China Gas Company, Limited	£	10	$140 buyers
Hongkong Rope Manufacturing Company, Limited	$	50	$172½
Geo. Fenwick & Co., Limited	$	25	$55 sellers
Hongkong Ice Company, Limited	$	25	$183 buyers
Hongkong High-Level Tramways Company, Limited	$	100	$275 buyers
Dairy Farm Company, Limited	$	6	$8 buyers
Hongkong and China Bakery Company, Limited	$	50	$50
Campbell, Moore & Co., Limited	$	10	$20 buyers
Bell's Asbestos Eastern Agency, Limited	£	1	$1.10
United Asbestos Oriental Ag'cy, Limited	$	4	$10
Tebrau Planting Company, Limited	$	5	$2 sellers
Universal Trading Co., Limited	$	20	$19½ buyers
Hongkong Steam Water-boat Co., Limited	$	5	$8 buyers
China Light and Power Co., Limited	$	20	$20 sellers
Robinson Piano Co., Limited	$	50	$50
Manila Investment Co., Limited	$	50	$50 nominal

BENJAMIN, KELLY & POTTS,
Share Brokers.

Telegraph Address—"Rialto."
Telephone No. 148.

STEAMERS EXPECTED.

VESSEL'S NAME	FLAG & RIG	CAPTAIN	FROM	AGENTS	DUE
Empress of China	B str.	R. Archibald, R.N.R.	Vancouver	C. P. R. Co.	Sept. 30th
Hongkong Maru	J str.	W. E. Filmer	San Francisco	P. M. S. S. Co.	Oct. 2nd
Sachsen	G str.	H. Supmer	Colombo	Melchers & Co.	Oct. 2nd
Preussen	G str.	E. Prehn	Japan	Melchers & Co.	Oct. 2nd
China	A str.	W. B. Seabury	San Francisco	P. M. S. S. Co.	Oct. 10th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns and in so doing respectfully urge the managers of the shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis, with the latest available information every day.

CHINA COAST METEOROLOGICAL REGISTER.

25TH SEPTEMBER, 1901, P.M.

STATION.	HOUR.	BAROMETER.	TEMPERATURE.	HUMIDITY.	WIND. DIRECTION.	WIND. FORCE.	WEATHER.
Wladivostock	2 p.m.	—	—	—	—	—	—
Tokio	"	29.67	—	—	S	6	—
Kochi	"	29.76	—	—	W	2	—
Nagasaki	"	29.83	—	—	NW	6	—
Kagoshima	"	29.83	—	—	NW	6	—
Taihoku	1 p.m.	29.88	—	—	NE	8	—
Taichu	"	29.83	—	—	N	2	—
Tainan	"	29.85	—	—	NW	6	—
Koshun	"	29.86	—	—	E	4	—
Pescadores	"	29.89	—	—	NE	6	—
Gutzlaff	3 p.m.	29.92	69	56	NNE	5	cv
Sharp Peak	"	29.88	80	76	E	3	b
Amoy	"	29.87	85	64	SE	4	b
Swatow	"	—	—	—	—	—	—
Canton	"	—	—	—	—	—	—
Hongkong	4 p.m.	29.83	85	64	S	2	c
Victoria Peak	"	—	—	—	SSW	3	—
Gap Rock	"	29.84	—	—	S	1	—
Macao	"	29.83	88	—	SSE	1	c
Haiphong	1 p.m.	—	—	—	—	—	—
Manila	4 p.m.	29.76	88	72	WSW	3	c
Malate	3 p.m.	—	—	—	SW	2	c
Bacolod	"	—	—	—	SW	1	c
Iloilo	"	29.80	84	—	SE	2	o
Cebu	"	29.79	84	—	SW	1	c
Cape S. James	"	—	—	—	WNW	1	c

26TH SEPTEMBER, 1901, A.M.

STATION.	HOUR.	BAROMETER.	TEMPERATURE.	HUMIDITY.	WIND. DIRECTION.	WIND. FORCE.	WEATHER.
Wladivostock	7 a.m.	—	—	—	—	—	—
Tokio	10 a.m.	—	—	—	—	—	—
Kochi	"	—	—	—	—	—	—
Nagasaki	"	—	—	—	—	—	—
Kagoshima	"	—	—	—	—	—	—
Taihoku	5 a.m.	29.90	—	—	E	6	—
Taichu	"	29.84	—	—	—	0	—
Tainan	"	29.81	—	—	E	4	—
Koshun	"	29.84	—	—	—	0	—
Pescadores	"	29.82	—	—	NE	6	—
Gutzlaff	9 a.m.	30.14	69	56	NE	5	cv
Sharp Peak	"	29.97	79	76	NE	4	o
Amoy	"	29.93	80	66	NNE	4	c
Swatow	"	29.96	80	—	NE	—	c
Canton	"	29.96	84	79	N	1	c
Hongkong	10 a.m.	29.96	83	75	E	2	o
Victoria Peak	"	—	—	—	NE	1	—
Gap Rock	"	29.96	—	—	SSE	2	—
Macao	"	29.96	85	—	NNW	1	c
Haipong	7 a.m.	—	—	—	—	—	—
Manila	10 a.m.	29.88	84	85	—	0	o
Malate	9 a.m.	—	—	—	—	0	op
Bacolod	"	—	—	—	S	2	c
Iloilo	"	29.94	81	—	SE	1	o
Cebu	"	29.91	83	—	SW	1	c
Cape S. James	7 a.m.	—	—	—	SW	1	c

On the 26th at 11.55 a.m. The barometer has risen slightly on the China coast, and over the Southern Phillipines. Pressure is high over N. China, and relatively low to the E. or S.E. of Formosa. Gradients moderate for N.E. winds on the China coast. Forecast:—moderate to fresh N.E. winds; fair.

F. G. FIGG,
First Assistant.

HONGKONG OBSERVATORY,
Thursday, 26th September, 1901.

PROJECTED SAILINGS.

Destination.	Vessels.	Agents.	Date of Leaving.
Anping, S'tow & Amoy	Maidzuru Maru	Mitsui Bussan Kaisha	Oct. 2.
Australian Ports	Rosetta Maru	Nippon Yusen Kaisha	Sept. 27, at 4 p.m.
Bremen & Ports of Call.	Preussen	Melchers & Co.	Oct. 3, at noon.
" "	Hamburg	"	Oct. 16, at noon.
" "	Sachsen	"	Oct. 30, at noon.
" "	Kiautschou	"	Nov. 13, at noon.
" "	Bayern	"	Nov. 27, at noon.
" "	Stuttgart	"	Dec. 11, at noon.
" "	Konig Albert	"	Dec. 25, at noon.
" "	Prinzess Irene	"	Jan. 8, 1902, at noon.
" "	Prinz Heinrich	"	Jan. 22, 1902, at noon.
Chefoo and Newchwang	Changsha	Butterfield & Swire	Sept. 28.
F'chow v. S'tow & Amoy	Anping Maru	Mitsui Bussan Kaisha	Oct. 9, at daylight.
Havre and Hamburg	Bamberg	Hamburg-Am'ka Linie	Nov. 2.
"	Arabia	"	October 5.
"	Königsberg	"	Oct. 19.
"	Segovia	"	Nov. 16.
"	Marburg	"	Nov. 30.
"	Suevia	"	Dec. 14.
Iloilo and Cebu	Kaifong	Butterfield & Swire	Oct. 8.
Kobe and Yokohama	Inaba Maru	Nippon Yusen Kaisha	Sept. 27, at daylight.
Liverpool	Ulysses	Butterfield & Swire	Oct. 15.
"	Dadanus	"	Nov. 15.
London	Ajax	"	Oct. 1.
"	Pyrrhus	"	Oct. 15.
"	Calchas	"	Oct. 29.
"	Nestor	"	Nov. 12.
"	Machaon	"	Nov. 26.
"	Formosa	P. & O. S. N. Co.	About Oct. 5.
London & Ports of Call.	Chusan	"	Sept. 28, at noon.
Manila	Chingtu	Butterfield & Swire	Oct. 12.
"	Sungkiang	"	Oct. 4.
"	Yuensang	Jardine, Matheson & Co.	Sept. 27, at 5 p.m.
Marseilles v. Ports of Call	Natal	Messageries M'times Co.	Oct. 7, at 1 p.m.
New York	Manuel Llaguno	Shewan, Tomes & Co.	About Oct. 25.
New York v. Suez Canal	Kurdistan	Dodwell & Co., Ltd.	Nov. 5.
" "	Lennox	"	Nov. 20.
" "	Richmond Castle	"	Nov. end.
" "	Satsuma	"	Oct. 20.
" "	Adana	Shewan, Tomes & Co.	Nov. 10.
" "	Asama	"	Dec. 15.
" "	Glengyle	McGregor Bros. & Gow.	Sept. 28.
" "	Longships	Jardine, Matheson & Co.	Oct. 15.
Portland, (Or.)	Indrapura	Portland & Asiatic Co.	Oct. 14.
San Diego & San F'co	Strathgyle	Butterfield & Swire	About Oct. 10.
S. Francisco v. Japan	America Maru	Toyo Kisen Kaisha	Nov. 28, at noon.
" "	Hongkong Maru	"	Oct. 12, at noon.
" "	Nippon Maru	"	Nov. 5, at noon.
" "	Gaelic	Pacific Mail S.S. Co.	Oct. 2, at noon.
" "	Algoa	"	About Oct. 5.
" "	City of Peking	"	Dec. 7, at noon.
" "	China	"	Oct. 19, at noon.
" "	Peru	"	Nov. 12, at noon.
" "	Doric	O'dental & O'tal S.S. Co.	Oct. 29, at noon.
" "	Coptic	"	Nov. 20, at noon.
Shanghai	Bengal	P. & O. S. N. Co.	Sept. 27, at 10 a.m.
"	Tsinan	Butterfield & Swire	Oct. 3.
"	Woosung	"	Oct. 4.
"	Australian	C. Livingston & Co.	Sept. 28, at Daylight.
S'pore, Penang & B'bay	Tientsin	P. & O. S. N. Co.	About Oct. 5.
S'pore, Penang & C'tta	Lightning	D. Sassoon, Son & Co.	Oct. 1, at 3 p.m.
Sydney & Melbourne	Airlie	G. Livingston & Co.	Oct. 3, at noon.
Tamsui v. Amoy & S'tow	Daijin Maru	Mitsui Bussan Kaisha	Sept. 29.
Tientsin	Kiukiang	"	Sept. 27.
Swatow and Tientsin	Loksang	Jardine, Matheson & Co.	Oct. 1, at 3 p.m.
Vancouver, v. S'hai, &c.	Empress of Japan	Canadian P'fic R. Co.	....., at noon.
" "	Empress of China	"	Oct. 23, at noon.
" "	Empress of India	"	Nov. 20, at noon.
Victoria, B.C., &c.	Olympia	Dodwell & Co., Ltd.	Oct. 1.
"	Victoria	"	Oct. 15.
"	Braemar	"	Nov. 12.
"	Queen Adelaide	"	Oct. 8.
"	Teenkai	Jardine, Matheson & Co.	quick despatch.
Y'hama v. S'hai & Kobe	Socotra	P. & O. S. N. Co.	About Oct. 4.

* Post Office.

A Mail will close:—

For Canton—Per *Honam*, to-morrow, the 27th instant, at 7.30 A.M.

For Shanghai—Per *Bengal*, to-morrow, the 27th instant, at 8.30 A.M.

For Taku—Per *Eridan*, to-morrow, the 27th instant, at 11 A.M.

For Macao—Per *Heungshan*, to-morrow, the 27th instant, at 1.15 P.M.

For Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne—Per *Rosetta Maru*, to-morrow, the 27th instant, at 3 P.M.

For Hankow—Per *Robert Dickinson*, to-morrow, the 27th instant, at 3 P.M.

For Tientsin—Per *Kiukiang*, to-morrow, the 27th instant, at 4 P.M.

For Manila—Per *Yuensang*, to-morrow, the 27th instant, at 4 P.M.

For Canton—Per *Fatshan*, to-morrow, the 27th instant, at 5 P.M.

For Bangkok—Per *Taksang*, to-morrow, the 27th instant, at 5 P.M.

For Europe, &c., India, via Tuticorin—Per *Chusan*, on Saturday, the 28th inst., at 11 A.M.

For Swatow, Amoy, Chefoo and Newchwang—Per *Changsha*, on Saturday, the 28th instant, at 4 P.M.

For Swatow, Amoy and Tamsui—Per *Daijin Maru*, on Saturday, the 28th instant, at 5 P.M.

For Amoy, Moji, Kobe, Yokohama, Victoria, (B.C.) and Tacoma—Per *Olympia*, on Tuesday, the 1st Oct., at 11 A.M.

For Singapore, Penang and Calcutta—Per *Lightning*, on Tuesday, the 1st Oct., at 2 P.M.

For Swatow and Tientsin—Per *Loksang*, on Tuesday, the 1st Oct., at 2 P.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Gaelic*, on Wednesday, the 2nd Oct., at 11 A.M.

For Port Darwin, Thursday Island, Cooktown, Cairns, Townsville Brisbane, Sydney and Melbourne—Per *Airlie*, on Thursday, the 3rd Oct., at 10 A.M.

For Europe, &c., India, via Tuticorin—Per *Preussen*, on Thursday, the 3rd October, at 11 A.M.

For Shanghai—Per *Tsinan*, on Thursday, the 3rd October, at 4 P.M.

For Shanghai—Per *Woosung*, on Friday, the 4th Oct., at 4 P.M.

For Manila—Per *Sungkiang*, on Friday, the 4th Oct., at 4 P.M.

For Iloilo and Cebu—Per *Kaifong*, on Tuesday, the 8th Oct., at 4 P.M.

For Moji, Kobe, Yokohama, San Diego and San Francisco—Per *Strathgyle*, on Thursday, the 10th Oct., at 3 P.M.

For Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne—Per *Chingtu*, on Saturday, the 12th October, at 4 P.M.

OPIUM QUOTATIONS.

Hongkong, 26th September.

To-day's quotations are as follows:—

BENGAL—New Patna	@	$930/35
New Benares	@	907½/10
Old Benares	@	940 } nom.
Old Patna	@	970 } nom.
		Per picul,
MALWA—This and last year's new	@	$ 860/70
2/3 years' old	@	880/90
4/5 years' old	@	900/910
Putterfore	@	920
PERSIAN—Fine quality	@	800/830

RIVER STEAMERS, SCHOONERS, AND LORCHAS.

Fatshan, British steamer, 1,425, Lossius,—Hongkong, Canton, and Macao Steamboat Co.

Ho-nam, British steamer, 1,377, H. D. Jones,—Hongkong, Canton, & Macao Steamboat Co.

Powan, British steamer, 1,873, A. N. Patrick,—Hongkong, Canton, and Macao Steamboat Co.

Hankow, British steamer, 2,252, C. V. Lloyd,—Butterfield & Swire.

Hoi-tong, Chinese steamer, 409 tons, Captain ——,—Chi Wo & Co.

Tai-on, British steamer, 728, J. Lawrence,—Tai On Steamship Co.

Pak Kong, British steamer,—Kwong Wan S.S. Co.

Kong Nam, British steamer, T. Austin, R.N.R.,—Chinese Owned.

Hongkong and Macao.

Heungshan, British steamer, 1,055, W. E. Clarke,—Hongkong, Canton and Macao Steamboat Co.

Macao and Canton.

Lungshan, British steamer, 141, G. F. Morrison, R.N.R.,—Hongkong, Canton and Macao Steamboat Co.

Kiangtung, Chinese steamer, 583, R. J. Mackenzie,—China Merchant Steam Navigation Co.

Canton and West River.

Lungkiang, British steamer, 141, R. D. Thomas,—Hongkong, Canton and Macao Steamboat Co.

City of Whampoa, Chinese steamer, 40,—Ah Yon.

Sun Chow, Chinese steamer,—Ah Yon.

Hongkong and West River.

Saikong, British steamer, 259, D. Bowie,—Kwong Wang Steamship Co.

Cheung Kong, Y. Kun, 58,—Kwong Wan S.S. Co.

Kwai Lum, British steamer,—Kai Hing & Co.

Lil, American lorcha.

Nanning, British steamer, J. J. Lossius, Hongkong, Canton and Macao Steamboat Co.,—J. M. & Co. and B. & S.

Lorchas and Schooners.

Kutsing, lorcha, 160, Reynolds, Hongkong to Canton,—Hung Kum Sing.

VESSELS IN PORT.

Steamers.

ALGOA, British steamer, 1,252, Hansford, 24th Sept.,—Seattle 1st Aug., and Manila 21st Sept., Hemp.—Dodwell & Co., Ld.

BAKAN MARU, Japanese steamer, 820, F. Kawamoto, 24th Sept.,—Japan 17th Sept., Ballast.—Japanese.

CHANGSHA, British steamer, 1,463, T. Moore, 12th Sept.,—Shanghai 9th Sept., General.—Butterfield & Swire.

CHARTERHOUSE, British steamer, 1,278, Joslin, 20th Sept.,—Singapore 13th Sept., General.—Joo Tek Sang.

CHUNSANG, British steamer, 1,418, L. A. Muir, 24th Sept.,—Java 15th Sept., Sugar.—Jardine, Matheson & Co.

DEUTEROS, German steamer, 1,001, F. Frahm, 24th Sept.,—Saigon 20th Sept., Rice.—Siemssen & Co.

ELCANO, American steamer, 501, R. de Alhenage, 3rd Sept.,—Manila 31st August, Ballast.—Brandao & Co.

ERIDAN, French steamer, 927, Ristorcelli, 25th Sept.,—Saigon 20th Sept., General.—Messageries Maritimes.

GERMANIA, German steamer, 1,714, A. Bendixen, 25th Sept.,—Sourabaya 15th Sept., Sugar.—Jebsen & Co.

GLENFARG, British steamer, 2,350, R. A. Donaldson, 25th Sept.,—Saigon 21st Sept., Rice.—McGregor Bros. & Gow.

HERMAN MENZELL, German steamer, 1,125, Shütt, 18th Sept.,—Newchwang 12th Sept., Beans.—E. A. Trading Co.

INABA MARU, Japanese steamer, 6,000, Wm. Bainbridge, R.N.R., 24th Sept.,—London via Ports 16th Aug., General.—Nippon Yusen Kaisha.

KACHIDATE MARU, Japanese steamer, 2,347, S. Fujiki, 24th Sept.,—Kutchinotzu 19th Sept., Coal.—Mitsui Bussan Kaisha.

KOH-SI-CHANG, German steamer, 1,291, Leuss, 21st Sept.,—Bangkok 14th Sept., General.—Butterfield & Swire.

KONG BENG, German steamer, 862, Möllermann, 24th Sept.,—Koh-si-chang 18th Sept., Rice.—Melchers & Co.

LIGHTNING, British steamer, 2,142, J. G. Spence, 20th Sept.,—Calcutta 31st Aug., Penang and Singapore 14th Sept., General.—David, Sassoon Sons & Co.

LOOSOK, German steamer, 1,020, T. Fuchs, 23rd Sept.,—Bangkok 16th Sept., Rice.—Butterfield & Swire.

MAUSANG, British steamer, 1,204, W. D. Welsh, 25th Sept.,—Sandakan 17th Sept., Timber.—Jardine, Matheson & Co.

MICHAEL JEBSEN, German steamer, 710, J. Jessen, 25th Sept.,—Haiphong and Hoihow 24th Sept., General.—Jebsen & Co.

OLYMPIA, American steamer, 1,730, John Truebridge, 25th Sept.,—Tacoma via Japan 24th Aug., General.—Dodwell & Co., Ld.

PHRA NANG, German steamer, 1,021, Mangelsdorff, 24th Sept.,—Bangkok and Koh-si-chang 17th Sept., Rice and Wood.—Butterfield & Swire.

PROGRESS, German steamer, 687, H. Meyer, 25th Sept.,—Touron 22nd Sept., General.—Siemssen & Co.

ROSETTA MARU, Japanese steamer, 2,402, N. Tate, 24th Sept.,—Yokohama via Ports 17th September, General—Nippon Yusen Kaisha.

TAKSANG, British steamer, 977, W. P. Baker, 22nd Sept.,—Bangkok 16th Sept., General.—Jardine, Matheson & Co.

TRIGONIA, British steamer, 1,069, Powell, 20th Aug.,—Shanghai 16th Aug., Kerosine.—Arnhold, Karberg & Co.

VICTORIA, American steamer, 2,112, J. Panton, 1st Aug.,—Tacoma, U.S.A. 4th July, General.—Dodwell & Co., Ld.

VICTORIA, Swedish steamer, 989, J. A. Hillberg, 22nd Sept.,—Java 11th Sept., Sugar.—E. A. Trading Co.

YUENSANG, British steamer, 1,128, P. H. Rolfe, R.N.R., 24th Sept.,—Manila 20th Sept., General.—Jardine, Matheson & Co.

Sailing Vessels.

CELESTE BURRILL, British ship, 1,764, C. A. Trefry, 29th May,—Manila 9th May, Ballast.—Order.

GEO. VALENTINE, French bark, 766, Harbert, 23rd Aug.,—Haiphong 15th Aug., Ballast.—Order.

HELEN H. WYMAN, American ship, 1,664, D. A. Vanhon, 10th Sept.,—Chefoo 28th Aug., Ballast.—Arnhold, Karberg & Co.

I. F. CHAPMAN, American ship, 2,013, Chapman, 10th Aug.,—Kobe 19th July, General.—Arnhold, Karberg & Co.

KENTMERE, British ship, 2,347, Bundy, 19th Sept.,—New York 5th May, Oil.—Standard Oil Co.

LAUNBERGA, American bark 906, McDougall, 14th Aug.,—Cebu 6th Aug., Ballast.—Master.

L. SCHEPP, American ship, 1,673, Kendall, 5th July,—Manila 25th June, Ballast.—Carlowitz & Co.

MANUEL LLAGUNO, American ship, 1,650, Nichols, 29th June,—New York 3rd Mar., Kerosine Oil.—Standard Oil Co.

SEA WITCH, American ship, 1,172, Howes, 21st Feb.,—Manila 18th Feb., Ballast.—Master.

STATE OF MAINE, American ship, 1,467, Colcord, 8th Sept.,—New York 4th May, Kerosine.—Standard Oil Co.

SUSQUEHANNA, American ship, 2,590, M. T. Bailey, 24th July,—Manila 17th July, Ballast.—Siemssen & Co.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, September 26th, 1901.

Alacrity, despatch-vessel, 1,700 tons, 10 guns, 3,000 i.h.p., Comdr. S. E. Easkine, Wei-hai-wei.

Albion, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Capt. W. W. Hewett, Hongkong.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. W. Carey, Shanghai.

Arethusa, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 i.h.p., Capt. J. Startin, Woosung.

Argonaut, 1st-class cruiser, 11,000 tons, 16,500 i.h.p., 16 guns, Capt. G. H. Cherry, R.N., Hongkong.

Astræa, 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. C. J. Baker, Amoy.

Aurora, 1st-class cruiser, 5,600 tons, 8,500 i.h.p., 12 guns, Capt. E. H. Bayly, C.B., Wei-hai-wei.

Barfleur, 1st-class battleship, 13,000 tons, 14 guns, 13,163 i.h.p., Captain Sir G. J. S. Warrender, Bart., Nagasaki.

Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 i.h.p., Capt. Henderson, C.M.G., Taku.

Bramble, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Wuhu.

Brisk, 3rd-class cruiser, 1,700 tons, 6 guns, 5,600 i.h.p., Commander Sir Bourchier Wrey, Bart., Singapore.

Britomart, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Taku.

Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Capt. Wm. C. Pakenham, Wei-hai-wei.

Dido, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 i.h.p., Capt. Tillard, Shanghai.

Eclipse, 1st-class cruiser, 5,600 tons, 11 guns 8,000 i.h.p., Capt. Stokes, Amoy.

Endymion, 1st-class cruiser, 7,350 tons, 12,000 i.h.p., 12 guns, Capt. A. W. Paget, C.M.G.

Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. F. Blunt, Chinkiang.

Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., in reserve.

Firebrand, 3rd-class gunboat, 455 tons, 4 guns, 360 i.h.p., Lt. and Beaty Pownall, Canton.

Glory, 1st-class battleship, 12,500 tons, 16 guns, 13,500 i.h.p., Capt. Carter, Wei-hai-wei.

Goliath, 1st-class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wintz, Shanghai.

Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve.

Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Com. G. C. Hardy.

Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Hongkong.

Isis, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 i.h.p., Capt. Charles Windham, M.V.O., Hongkong.

Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 i.h.p. in reserve.

Ocean, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Hon. A. G. Curzon Howe, C.B., C.M.G., A.D.C., Wei-hai-wei.

Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.B., Shanghai.

Otter, torpedo-boat destroyer, 350 tons, 6 guns, 6,300 i.h.p., Lieut. and Com. C. P. Mansel, Taku.

Phœnix, sloop, 1,060 tons, 6 guns, 1,400 i.h.p., Comdr. W. H. Nicholson, Canton.

Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lt. and Comdr. Oldham, cruising.

Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai.

Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. V. de M. Cowper, Shanghai.

Rambler, surveying-ship, 583 tons, 650 i.h.p., Capt. Morris H. Smyth, Hongkong.

Redpole, 1st-class gunboat, 855 tons, 6 guns, 1,200 i.h.p., Lieut.-Com. C. F. Corbett, Shanghai.

Robin, river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut.-Comdr. L. G. Webster, West River.

Rosario, sloop, 980 tons, 6 guns, 1,400 i.h.p., Com. C. Hamilton, Singapore.

Sandpiper, British river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lt.-Comdr. Carr, West River.

Snipe, river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut. and Commander Dalgety, Yangtsze.

Swift, 2nd-class gunboat, 756 tons, 6 guns, 870 i.h.p., in reserve Hongkong.

Taku, torpedo-boat destroyer, 250 tons, in reserve Hongkong.

Talbot, 2nd-class cruiser, 5,600 tons, 11 guns, 8,000 i.h.p., Capt. F. G. Stopford, Wei-hai-wei.

Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.

Terrible, 1st-class battleship, 14,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Wei-hai-wei.

Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.

Waterwitch, surveying-ship, 620 tons, 450 i.p.h., Lieut.-Comdr. Lyne, Shanghai.

Whiting, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 i.h.p., Lt.-Comdr. Mackenzie, D.S.O., Wei-hai-wei.

Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.

Woodcock, river-gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut.-Comdr. Watson, Kiukiang.

Woodlark, river-gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut.-Comdr. H. E. Hillman, Yangtsze.

Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Aspern, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.

Holland, Dutch cruiser, 8 guns, 3,900 tons, 9,250 i.h.p., Capt. S. N. Sybrandi, Swatow.

Kaiserin Elisabeth, Austrian cruiser, 8 guns, 4,400 tons, 9,000 i.h.p., Capt. Wiber, Singapore.

Koningin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 5,900 i.h.p., Capt. J. P. Rossunn, Swatow.

Leopard, Austrian cruiser, 1,600 tons, Captain Müller, Saigon.

Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.

Maria Theresa, Austrian cruiser, 10 guns, 5,900 tons, 9,755 i.h.p., Capt. V. Bless Ritter v. Sambuchi, Shanghai.

Piet Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,736 i.h.p., Capt. Jansen, Taku.

Zaire, Portuguese gunboat, 600 tons, Captain Mello, Hongkong.

Zenta, Austrian cruiser, 2,200 tons, Captain Runsti, Singapore.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovleff, at Nagasaki.

Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 i.h.p., Capt. Vserolojsky, at Tientsin.

Aleout, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elkisky, at Nagasaki.

Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Taku.

Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku.

Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrenikff, at Taku.

Gremiastchy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Shanghai.

Koreyetz, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Taku.

Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakevoff, at Nagasaki.

Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p. Capt. Yenish, at Nagasaki.

Nayezdnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.

Otvazny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coprianoff, at Shanghai.

Petropavlovsk, Russian battleship, 12,000 tons, Capt. Grevais, at Nagasaki.

Poltava, Russian battleship, 10,960 tons, 11,255 i.h.p., 16 guns, Capt. Orgeroff, at Nagasaki.

Rossia, Russian armourd cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojiroff, at Nagasaki.

Rozbaynik, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komaroff, at Singapore.

Rurik,‡ Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.

Sevastopol, Russian battleship, 10,900 tons, 13,600 i.h.p., 16 guns, Capt. Meleusky, at Nagasaki.

Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.

Sissoi Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 i.h.p, Capt. Mollas, at Taku.

Sivoutch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.

Sweaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.

Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.

Vostock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.

Vsadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulia, at Taku.

Zabiaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.

(1st and 2nd class.)

Delphin, Russian torpedo boat, 350 tons, Capt. Novakovsky, at Shanghai.

Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Jantchicht, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Kasatka, Russian torpedo boat, 350 tons, Capt. Mouravieff, at Shanghai.

Kit, Russian torpedo boat, 350 tons, Captain Kivnarsky, at Shanghai.

Nargen, Russian torpedo boat, 85 tons 4 guns, 1,200 h.p., 22 knots.

Novorossisk, Russian torpedo boat, 87 tons, 4 guns, 1,900 h.p. 22 knots.

Podorosnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sisik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Skat, Russian torpedo boat, 350 tons, Captain Smirnow, at Shanghai.

Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sootchna, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Som, Russian torpedo boat, 400, Capt. A. Giers, at Shanghai.

Sterliad, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sungari, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA.

(SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 12 knots.

Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 4 torp tubes 780 h.p., speed 22 knots.

Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

‡ Flagship of Vice-Admiral Alexeieff.

* Flagship of Rear-Admiral F. V. Dubossoff.

† Flagship of Rear-Admiral Reounoff

THE GERMAN SQUADRON.

Bussard, German cruiser, 1,600 tons, 8 guns, Comdr. von Bassewitz, at Shanghai.

* *Fürst Bismarck*, German flagship, 11,000 tons, 36 guns, Capt. Graf Lottke, at Taku.

Gefion, German cruiser, 4,109 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy.

Geier, German cruiser, 1,600 tons, 8 guns, Capt. Baser, at Shanghai.

*** *Hansa*, German cruiser, 6,800 tons, 30 guns, Capt. Paschen, at Woosung.

Hela, German despatch-vessel, 2,000 tons, 12 Capt. Rampold, at Woosung.

Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Usedom, at Shanghai.

Iltis, German gunboat, 900 tons, 10 guns, Lieut.-Comdr. Sthamer, at Hongkong.

Irene, German cruiser, 4,200 tons, 8 guns, 2,930 h.p., Capt. Stein, at Nagasaki.

Jaguar, German gunboat, 1,000 tons, 10 guns, Capt. Berger, at Foochow.

Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 p.h., Capt. Gülich, at Amoy.

** *Kurfürst Friedrich Wilhelm*, German battleship, 10,100 tons, 40 guns, Capt. von Holzendorff, at Woosung.

Luchs, German gunboat, 850 tons, 10 guns, Comdr. Dachnhardt, at Shanghai.

Schwalbe, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.

Seeadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.

Tiger, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstädt, at Shanghai.

Weissenburg, German battleship, 10,100 tons, 40 guns, Capt. Hofmeier, at Amoy.

Wœrth, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku.

K. F. Wilhelm, German Battleship, at Nagasaki.

No. 90, German torpedo-boat, 320 tons, Capt. Hoepfner, at Shanghai.

No. 91, German torpedo-boat, 360 tons, Capt. Lieut. Püllen, at Shanghai.

No. 92, German torpedo-boat, 320 tons, Capt. Fluinrich, at Shanghai.

* Flagship of His Excellency Vice-Admiral Bendemann.

** Flagship of Rear-Admiral Geissler.

*** Flagship, Rear-Admiral Kirchhoff.

THE FRENCH SQUADRON.

Alouette, gunboat, 200 tons, Lieut.-Comdr. Belloy, at Nagasaki.

Amiral Charner, 2nd-class cruiser, 4,800 tons, Capt. Baëhme, en route Saigon.

Bengali, 2nd class dispatch-boat, Lt.-Comdr. De La Croix de Castries, at Nagasaki.

Bugeaud, 2nd-class cruiser, 4,009 tons, 19 guns, 9,000 i.h.p., Capt. Defèvre, at Shanghai.

Chasseloup Laubat, 2nd-class cruiser, 4,000 tons, 9,000 i.h.p., 18 guns, Capt. Espinay St. Luc, at Foochow.

Comete, gunboat, 600 tons, Capt. Loüel, at Canton.

Decidee, gunboat, 690 tons, Capt. Maresubette, at Taku.

* *D'Entrecasteaux*, 1st class cruiser, 8,100 tons, 26 guns, 13,500 i.h.p., Capt. de Marolles, at Taku.

Descartes, 2nd class protected cruiser, 4,000 tons, 36 guns 631 i.h.p., Captain Saulne, at Shanghai.

Eure, Dispatch-transport, Capt. Vallée, at Saigon.

Friant, gunboat, 693 tons, Capt. Adam, at Japan.

Guichen, 1st-class cruiser, 8,277 tons, 24,000 i.h.p., 8 guns, Capt. de Surgy, en route Home.

Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Taku.

Kersaint, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 i.h.p., Capt. de la Motte du Portail, at Saigon.

Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Frost, at Taku.

Pascal, 2nd-class protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Motet, at Shanghai.

Styx, 3rd-class cruiser, 1,800 tons, Capt. Vincent, at Hongkong.

Surprise, gunboat, 700 tons, 10 guns, 860 i.h.p., Capt. Mornet, at Shanghai.

Ville D'Alger, monitor, 944 tons, Captain Bomessaur, at Hongkong.

Vipere, gunboat, 400 tons, Captain G. del Villeneuve, at Foochow.

* Flagship of Vice-Admiral Courrejolles.

THE AMERICAN SQUADRON.

Albany, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, at Manila.

Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Comdr. C. H. Arnold, at Hongkong.

Brooklyn, Flagship, U.S. cruiser, 9,215 tons, Capt. C. M. Thomas, Shanghai.

Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut.-Com. G. B. Bradshaw, at Manila.

Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Shanghai.

Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Comdr. C. T. Forse, at Manila.

Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Manila.

Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.

Don Juan de Austria, U.S. gunboat, 1,200 tons, Capt. Bowman, at Hongkong.

Glacier, U.S. supply-ship, Lieut.-Comdr. A. Mertz, at Manila.

Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.

Iris, U.S. distilling-ship, 1,750 tons, 1,300 h.p., Capt. J. J. Meany, at Manila.

Isla de Luzon, U.S. gunboat, 1,330, Comdr. J. V. B. Bleecker, at Manila.

Kentucky, U.S. battleship, 11,500 tons, Capt. Chester, at Manila.

Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Nazro, at Manila.

Marietta, U.S. gunboat, 1,000 tons, 1,000 i.h.p., 12 guns, Comdr. E. H. Gheen, at Canton.

Monadnock, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. O. W. Farenholt, at Shanghai.

Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Taku.

Monterey, U.S. double-turret monitor, 4,090 tons, 4 guns, 5,244 h.p., Comdr. G. W. Pigman, at Hongkong.

Nashville, U.S. cruiser, Comdr. R. P. Rogers, at Nagasaki.

New York, U.S. cruiser, 4,083 tons, Capt. D. McCullam, at Manila.

Oregon, 1st-class U.S. battleship, 10,280 tons, 16 guns, 11,111 h.p., Capt. F. W. Dickens, U.S.N., at Woosung.

Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila.

Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Com. Harry Knox, at Shanghai.

Scindia, U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, U.S.N., at Hongkong.

Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Com. W. T. Burwell, at Manila.

Wilmington, U.S. cruiser, 2,222 tons, Capt. C. O. Allibone, at Amoy.

Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila.

Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at Manila.

Zafiro, U.S. dispatch-vessel, 675 tons, Capt. J. L. Purcell, U.S.N., at Hongkong.

THE ITALIAN SQUADRON.

Calabria, Italian cruiser, 2,946 tons, Capt. C. Cantelli, Shanghai.

Elba, Italian cruiser, 2,720 tons, Capt. Cecconi, Taku.

Fiermosca, Italian cruiser, Capt. Carlo Negri, Shanghai.

Stromboli, Italian cruiser, 4,033 tons, Captain Gecconi, Singapore.

Vesuvio, Italian cruiser, 4,500 tons, 14 guns, 6,820 i.h.p., Capt. Zezi, at Shanghai.

Vetter Pisani, Italian cruiser, 6,700 tons, Capt. V. Onofrio, Shanghai.

JAPANESE MEN-OF-WAR.

Battleships.

Asahi, 1st class, 15,200 tons, 15,000 i.h.p., 18 guns, Captain S. Misu, at Japan.

Yashima, 1st class, 12,460 tons, 38 guns, 14,000 h.p., at Kure.

Fuji, 1st class, 12,450 tons, 38 guns, 14,000 h.p., at Taku.

Chinyen, 2nd class, 7,330 tons, 22 guns, 6,200 h.p., at Yokosuka.

Coast Defence Ships.

Matsushima, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Saseho.

Itsukushima, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Kure.

Hashidate, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Yokosuka.

Kongo, 2nd class, 2,400 tons, 13 guns, 2,035 h.p., Capt. K. Imai, at Japan.

Hiyei, 2nd class, 2,460 tons, 13 guns, 2,035 h.p., Capt. Hiroo Tonji, at Japan.

Heiyen, 2nd class, 2,600 tons, 15 guns, 2,400 h.p., at Yokosuka.

Cruisers.

Kasagi, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Saseho.

Chitose, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Kure.

Akashi, protected cruiser, 1st class, 2,800 tons, 30 guns, 8,500 h.p., at Kure.

Yoshino, protected cruiser, 1st class, 4,150 tons, 32 guns, 15,000 h.p., at Shanghai.

Naniwa, protected cruiser, 1st class, 3,709 tons, 24 guns, 7,120 h.p., at Manila.

Takachiho, protected cruiser, 1st class 3,700 tons, 24 guns, 7,120 h.p., at Keelung.

Chiyoda, protected cruiser, 1st class, 2,450 tons, 27 guns, 5,500 h.p., at Kure.

Takasago, protected cruiser, 1st class, 4,227 tons, 30 guns, 10,000 h.p., at Yokosuka.

Suma, protected cruiser, 1st class, 2,750 tons, Capt. Shimamura, 24 guns, 8,500 h.p., at Japan.

Idsumi, protected cruiser, 1st class, 3,500 tons, 20 guns, 6,080 h.p., Capt. Warita, at Japan.

Sai-yen, protected cruiser, 1st class, 2,300 tons, 15 guns, 2,800 h.p., at Yokosuka.

Akitsushima, protected cruiser, 1st class, at Manila.

Miyako, 2nd class, 1,800 tons, 34 guns, 5,000 h.p., at Taku.

Takao, 2nd class, 1,760 tons, 15 guns, 2,400 h.p., Capt. Matsuide, at Japan.

Yæyama, 3rd class, 1,600 tons, K. Matsumoto, 10 guns, 5,630 h.p., at Japan.

Tukushi, 3rd class, 1,300 tons, Capt. S. Mastui, 12 guns, 2,887 h.p., at Japan.

Osagi, cruiser, at Taku.

Sayanami, torpedo-boat destroyer, 305 tons, Capt. J. Takenonchi, at Japan.

Sloops and Corvettes.

Musashi, 1,490 tons, 10 guns, 1,600 h.p., at Yokosuka.

Katsuragi, 1,480 tons, 10 guns, 1600 h.p., at Saseho.

Yamato, 1,480 tons, 10 guns, 1,600 h.p., at Chemulpo.

Tenriu, 1,550 tons, 10 guns, 1165 h.p., at Fusan.

Kaimon, 1,360 tons, 10 guns, 1,125 h.p., at Saseho.

Amagi, 1,030 tons, 13 guns, 720 h.p., at Yokosuka.

Gun-boats.

Oshima, 640 tons, 10 guns, 1,200 h.p., at Saseho.

Akagi, 620 tons, 10 guns, 700 h.p., at Shanghai.

Atago, 620 tons, 10 guns, 700 h.p., at Taku.

Maya, 620 tons, 10 guns, 700 h.p., at Kure.

Chiokai, 620 tons, 10 guns, 700 h.p., at Taku.

Soko, 572 tons, 4 guns, 400 h.p., at Saseho.

Iwaki, 600 tons, 6 guns, 400 h.p., at Yokosuka.

Chinto, 490 tons, 5 guns, 472 h.p.

Chinsei, 490 tons, 5 guns, 472 h.p.

Chin Hoku, 490 tons, 5 guns, 472 h.p.

Chin Pui, 500 tons, 9 guns, 455 h.p.

Chin Chu, 500 tons, 9 guns, 455 h.p.

Yakichio, gunboat, 4,000 tons, Capt. Yakis, at Japan.

Torpedo-gunboat.

Tatsuta, 875 tons, 6 guns, 5 torpedo tubes, 5,500 h.p., at Yokosuka.

Torpedo-boats.

Murakumo, 279 tons, at Ujina.

Shinonome, 279 tons, at Kure.

Yugiri, 279 tons, at Takeshiki.

Shiranuki, 279 tons, at Kobe.

Ikadusch, torpedo-boat destroyer, 331 tons, Comdr. I. Ishida, at Yokosuka.

Kagero, torpedo-boat destroyer, 297 tons, Comdr. Iwamura, at Japan.

Kotaka, 190 tons, 6 torpedo-tubes, 1,400 h.p.

Shiramubi, torpedo-boat, 278 tons, Comdr. Kosoma, at Japan.

Akebono, torpedo-boat destroyer, 310 tons, Lieut.-Comdr. H. Kawase, Japan.

Obow, torpedo-catcher, 318 tons, Capt. Camada, at Japan.

14 boats (Creusot), 56 tons, 2 torpedo-tubes, 525 h.p.

7 boats (Kobe), 56 tons, 2 torpedo-tubes, 525 h.p.

1 boat (Normand), 75 tons, 2 torpedo-tubes, 1,300 h.p.

2 boats (Schichau), 90 tons, 3 torpedo-tubes, 1,300 h.p.

4 boats (Yarrow), 40 tons 3 torpedo-tubes, 620 h.p.

10 boats (Yarrow), 40 tons, 3 torpedo-tubes, 620 h.p.

Miscellaneous.

Tokiwa, at Yokosuka.

Fuso, at Kure.

Naniwa, at Yokosuka.

Rinjo, armoured cruiser, 2,530 tons, 10 guns 800 h.p.

(used as gunnery traning ship.)

Kanjiu, sailing-ship, 877 tons, 6 guns.

(used as training ship.)

Manjiu, sailing-ship, 877 tons, 6 guns.

(used as training ship.)

Tsukuba, wooden screw steamer, 1,989 tons, 10 guns, 520 h.p., at Edajima.

(used as training ship.)

Asama, sailing corvette, 1,420 tons, 12 guns, at Yokosuka.

(used as a hulk.)

Jingei wooden paddle steamer, 1,465 tons, 2 small guns.

(used as torpedo training ship.)

THE HONGKONG TELEGRAPH,
50 QUEEN'S ROAD,
HONGKONG.

CABLE ADDRESS,—*Telegraph*, Hongkong.

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Printed and Published by ETHELBERT FORBES SKERTCHLY for The Hongkong Telegraph Company, Limited, at the Printing Office of the Company, No. 50, Queen's Road Central, in the city of Victoria, Hongkong.